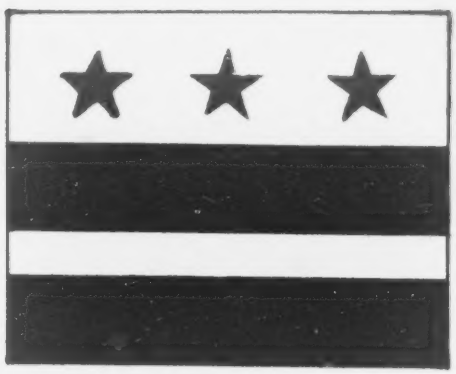
S 1590-1 (A)

STATISTICAL SUMMARY OF TRAFFIC ACCIDENTS 1980



GOVERNMENT OF THE DISTRICT OF COLUMBIA

METROPOLITAN POLICE DEPARTMENT

METROPOLITAN POLICE DEPARTMENT

Special Operations Division
Traffic Enforcement Branch

STATISTICAL SUMMARY

OF

TRAFFIC ACCIDENTS

1980

DISTRICT OF COLUMBIA TRAFFIC ANALYSIS REPORT 1980

Prepared By:

Officer Roger L. Calhoun

Officer Winfred A. Harris

Officer W. Fred Thompson

Traffic Analysis Unit
Traffic Enforcement Branch
Special Operations Division
Metropolitan Police Department

Reviewed By:

Captain Wayne A. Layfield
Commander, Traffic Enforcement Branch
Special Operations Division
Metropolitan Police Department

Acknowledgements:

The Traffic Analysis Unit greatly appreciates the assistance of the many individuals who contributed to the completion of this report. Although the names of the individuals are too numerous to mention, listed below are the various organizations to which they are affiliated:

District of Columbia Government

Metropolitan Police Department

Data Processing Division
Alcohol Countermeasures Coordinator
Hit and Run Investigation Unit
Pedestrian Enforcement Unit

Department of Transportation

Bureau of Parking Enforcement
Office of Highway Safety
Department of Motor Vehicle
Bureau of Traffic Engineering and Operations

Federal Government

National Highway Traffic Safety Administration
United States Naval Observatory Nautical Almanac Office
United States Park Police

Other Police Departments

Washington Metropolitan Area Transit Authority
Phoenix, Arizona
Denver, Colorado
San Antonio, Texas
Jacksonville, Florida
Indianapolis, Indiana
St. Louis, Missouri
Columbus, Ohio
Seattle, Washington
San Francisco, California
Memphis, Tennessee
Boston, Massachusetts
Honolulu, Hawaii

Table of Contents

	Page
I. General Traffic Related Information	
Traffic Analysis Request 1979-1980	1
Procedures for Reporting Traffic Accidents	2
Societal Costs for Accidents in the District of Columbia	3
Regulations for Mopeds and Bicycles	4
District of Columbia Area Bicycle Registration Information	5-6
Streets, Alleys, Sidewalks, Bridges, etc.	7
Right Turn on Red	8
II. 1980 General Traffic Accident Data	
Traffic Accidents by Apparent Violations	9
Traffic Accidents by Quadrant and Signal Control	10
Traffic Accidents by Police Districts	11
Traffic Accidents on Park Police Territory	12
Traffic Accidents by Time and Day of Week	13-14
Traffic Accidents by Holiday	15
Traffic Accidents by Day of Each Month	16-27
Traffic Accidents by Road Condition Visibility, Street Lighting	28
Vehicles Involved in Traffic Accidents	29-30
Traffic Fatality Data	31-36
Police Calls for Traffic Accidents	37-46
III. Comparative Traffic Related Information for Previous Years and Similar Cities	
Statistical Summary of Traffic Accidents	47
Monthly Breakdown of Traffic Accidents	48
1979 Holiday Traffic Accidents	49
Sex and Age of Drivers Involved in Traffic Accidents	50
Residence of Drivers Involved in Traffic Accidents	51
High and Low Years for Traffic Accidents	52
Hit and Run Accidents	53
Traffic Accidents in Park Police Territory	54
Deaths Resulting from High Speed Pursuits 1960-1980	55
Traffic Fatality Statistical Comparisons (District of Columbia)	56-73
Traffic Fatalities of Comparable Cities	74-78
Traffic Enforcement of Comparable Cities	79
IV. Traffic Enforcement in the District of Columbia	
Traffic Enforcement Comparison 1979-1980	80-81
Traffic Citations Issued 1975-1980	82-85

Page

Traffic Citations 1970-1980 86
Bureau of Parking Enforcement (D.C.D.O.T.) Citations 87
Other Law Enforcement Citations Issued 1979-1980 88

V. Alcohol, Speed, and Pedestrian Enforcement

Grant Funding 89

Alcohol Countermeasures Program 90-93
Alcohol Related Traffic Deaths 94
Driving Under the Influence Arrests (D.C.) 95-97
Driving Under the Influence Arrests Comparable Cities 98
Alcohol and Speed Enforcement 99-100
Pedestrian Enforcement Program 101-102

VI. Traffic Safety Literature

Traffic Safety Literature Available to Public 107

I

GENERAL TRAFFIC RELATED INFORMATION

SERVICE UTILIZATION SUMMARY FOR THE TRAFFIC ANALYSIS SECTION FOR CALENDAR YEARS 1980 AS COMPARED WITH 1979

The Metropolitan Police Department's Traffic Analysis Section provides statistical data relating to traffic enforcement and traffic accident efforts in the District of Columbia. Request for services and information related data is tabulated each year to determine how the information is utilized and for what purpose.

	Calendar Year 1980		Calendar Year 1979	
Requesting Agency	Total Requests	% of Total	Total Requests	% of Total
Metropolitan Police Department	93	39.2	126	45.7
D.C. Government	41	17.3	49	17.8
Private Citizen	42	17.7	27	9.8
Private Agency	11	4.6	11	4.0
Civic Organization	12	5.1	5	1.8
Newspaper/Magazine	10	4.2	15	5.4
Television Station	8	3.4	2	.7
Federal Government	8	3.4	10	3.6
Learning Institution	2	.8	7	2.5
Consulting Agency	5	2.1	7	2.5
Radio Station	1	.4	5	1.8
Other Law Enforcement Agencies	1	.4	4	1.5
Business/Trade Organizations	0	.0	3	1.1
Foreign Government	0	.0	3	1.1
Other State/Local Government	3	1.3	2	.7
Total	237	*100.0	276	100.0

*Percentages have been rounded off

PROCEDURES AND REQUIREMENTS FOR REPORTING TRAFFIC ACCIDENTS IN THE DISTRICT OF COLUMBIA

The District of Columbia requires that all accidents involving motor vehicles with more than $100.00 in property damage be reported within five (5) days from the date that the accident occurs.

The Metropolitan Police Department requires that a police report be taken if one (1) or more of the following situations exist as a result of an accident:

(1) Someone is killed or injured regardless of the seriousness of the injury.

(2) An involved motor vehicle suffers body or mechanical damage which renders it inoperable under its own power.

(3) There is damage to a vehicle or other property, and the operator or owner of the damaged vehicle or property is not at the scene of the accident.

(4) A District or Federal Government vehicle or other property is involved.

(5) Public transportation vehicles are involved such as buses or taxi cabs.

(6) A crime or multiple traffic violations are involved or serious traffic violations.

(7) Any case in which the investigating officer issues a violation notice or summons the the involved parties to a hearing.

(8) In cases where the investigating officer feels parties might evade responsibility.

SOCIETAL COSTS FOR MOTOR VEHICLE TRAFFIC ACCIDENTS

IN THE DISTRICT OF COLUMBIA

CALENDAR YEAR 1980

Motor vehicle accidents result in significant costs to individuals and to society at large. Societal cost statistics are used to assess some basic losses to society from motor vehicle accidents. The total individual cost estimates of accidents should not be interpreted as the value placed on a life or as the total cost of a fatality or injury to society. Neither is it to be interpreted as the total amount that society is willing to spend to save a life or to prevent an injury. Societal cost estimates are indicators of the significance of the motor vehicle problem.

* COSTS OF MOTOR VEHICLE ACCIDENTS

The calculable costs of motor vehicle accidents are wage loss, medical expense, insurance administrative costs, and property damage. The cost of all items per case were:

Traffic Deaths (per death)	$287,175
Non-Fatal Disabling Injury	4,350
Property Damage (including minor injuries)	518

The above averages may be used to estimate the cost of motor vehicle accidents.

SOCIETAL COST COMPONENTS FOR THE DISTRICT OF COLUMBIA - 1980

COMPONENT	TOTAL SOCIETAL COST
Deaths	$13,210,050
Non-Fatal Disabling Injuries	38,327,850
Property Damage (including minor injuries	7,721,826
Total Societal Cost	59,259,726

* The 1976 societal cost components listed above are the most recent.

MOTORIZED BICYCLE (MOPEDS) AND BICYCLE

REGULATIONS OF THE DISTRICT OF COLUMBIA

MOTORIZED BICYCLE (MOPED)

(The District of Columbia Motorized Bicycle Act, D.C. Law 1-110)

All mopeds must be registered as motor vehicles. Operators from most states must have a permit.

The following rules apply to mopeds operated in the District of Columbia:

1. No helmet is required.
2. No insurance is required.
3. A moped may be parked like a bicycle.
4. Operators must obey all motor vehicle laws.
5. All mopeds registered in D.C. must be inspected every three (3) years, rental mopeds must be inspected annually.
6. The operator must be at least sixteen (16) years old.
7. Mopeds may not be operated on any sidewalk or off-street bike path or bicycle route unless motor vehicles are allowed.

BICYCLES

Operators of bicycles have the same rights and duties as operators of motor vehicles.

The following rules for bicyclists are contained in the District of Columbia traffic regulations:

1. Operators of bicycles shall not impede or obstruct traffic.
2. Operators shall not ride a bicycle with more persons on it than the bicycle is equipped to carry.
3. Operators shall not ride a bicycle while carrying any package or article which prevents the operator from keeping at least one (1) hand on the handle bars.
4. Bicycle registration in the District of Columbia is mandatory.

DISTRICT OF COLUMBIA METROPOLITAN AREA BICYCLE REGISTRATION DATA

Bicycle registration in the District of Columbia is mandatory. Any bicycle having two (2) wheels in tandem, either of which is twenty (20) or more inches in diameter, must be registered within 14 days of acquisition. Registration will be for a period of five (5) years. Bicycles may be registered at any District Police Station or Fire Station between 8:00 a.m. and 8:00 p.m. daily.

Since 1974 when bicycle registration became mandatory, 228,174 bicycles have been registered.

MONTHLY BREAKDOWN OF BICYCLES REGISTERED - 1980

MONTH	BICYCLES REGISTERED
January	822
February	42
March	123
April	688
May	621
June	560
July	648
August	728
September	1,134
October	715
November	46
December	25
Total	6,152

AREA WIDE BICYCLE OWNER REGISTRATION INFORMATION

JURISDICTION	TELEPHONE	REGISTRATION	FEE	PERIOD OF REGISTRATION	WHO REGISTERS
Alexandria	750-6497	Mandatory	$.25	Life of Bike	Police
Arlington	558-2813	Voluntary	.50	Life of Bike	Police
D. C.	576-6739	Mandatory	1.00	5 Years	Police & Fire
Fairfax County	691-2786	Voluntary		Life of Bike	Fire
Falls Church	241-5050	Voluntary		Life of Bike	Treasurer
Loudon County	(703)777-2660	Voluntary		Life of Bike	JayCees
Greenbelt	474-5454	Voluntary		Life of Bike	Police
Montgomery County	279-1555	Mandatory	.50	3 Years	Police
Prince Georges County	336-8800	Voluntary		Life of Bike	Police
Prince William County	361-5141	Voluntary		Life of Bike	Police
Takoma Park	270-1100	Voluntary		Life of Bike	Police

DISTRICT OF COLUMBIA STATISTICAL DATA

FOR CALENDAR YEAR 1980

Mileage of Interstates, Streets, Alleys and Sidewalks

Interstates	-	11.9
Streets	-	1,101
Alleys	-	448.5
Sidewalks	-	1,598

Breakdown of the Number of Streets, Bridges, Expressways and Circles

Interstates	-	5
Streets		1520
Southeast	355	
Northeast	402	
Southwest	69	
Northwest	691	
Borderline	3	
*Bridges	-	215
Circles	-	29

*Does not include Railroad Bridges

RIGHT TURN ON RED

The District of Columbia began permitting Right Turn On Red (RTOR) at intersections during December 1979. This program allowed a limited number of right turns on red (850 or 21.87) out of 3900 eligible intersections.

The District of Columbia, Department of Transportation revised this program beginning April 1980, resulting in an increase in the number of intersections where Right Turn On Red was premitted at all times and introduced a new feature where Right Turn On Red would be permitted during certain times of the day and prohibited during others. The number of intersections where RTOR was permitted at all times was expanded from 850 to 1560 (an increase of 710 or 83.5%). The new feature allowing RTOR between 7 p.m. and 7 a.m. included 940 intersections which was more intersections than the original number chosen for RTOR at any time. This revision resulted in 40.0% of the intersections in the District of Columbia where RTOR would be permitted all times and 64.1% of intersections where RTOR would be permitted either full or part-time of March 1981.

RIGHT TURN ON RED EVALUATION

STATISTICAL SUMMARY

	December 1979		March 1981	
	Number	Percentage	Number	Percentage
RTOR (at all times)	850	21.8%	1560	40.0%
RTOR (7 p.m. to 7 a.m.)	0	0.0%	940	24.1%
RTOR (full or part-time)	850	21.8%	2500	64.1%

Eligible Intersections 3900

II
1980 GENERAL TRAFFIC ACCIDENT DATA

* TRAFFIC ACCIDENTS BY APPARENT VIOLATIONS

CALENDAR YEAR 1980

APPARENT VIOLATION	TOTAL ACCIDENTS	FATAL ACCIDENTS	INJURIES	PROPERTY DAMAGE
Speeding	1,258	10	592	656
Defective brakes	239	0	123	116
Following too close	1,421	0	763	658
Auto right of way	1,240	1	538	701
Pedestrian right of way	131	0	126	5
Improper turn	633	1	139	493
Yield sign	15	0	4	11
Red light	775	2	431	342
Flashing light	48	0	25	23
Directional light	29	0	16	13
Stop sign	222	1	117	104
Drunk driving	843	0	274	569
Improper passing	257	0	64	193
Wrong way, one way street	62	0	26	36
Operating on wrong side of street	407	0	133	274
Improper starting	59	0	15	44
Defective vehicle or equipment	132	0	55	77
**Pedestrian violation	114	0	108	6
No charge/going to court	3,861	11	2,126	1,724
Fail to pay full time and attention	5,700	6	1,870	3,824
Changing lanes w/o caution	1,185	1	243	941
Hit and run	6	0	0	6
Fail to set hand brake	51	0	8	43
Open door to traffic	35	0	9	26
Driving under the influence of drugs	20	0	5	15
Drunk driver - refused alcohol test	0	0	0	0
Drunk pedestrian - refused alcohol test	1	0	0	1
No snow tires/chains during snow emergency	1	0	1	0
Improper backing	699	0	56	643
Defective lights	12	0	7	5
Drunk pedestrian	1	0	1	0
Road defects	56	0	23	33
Driver vision obstructed	86	0	38	48
Other	4,162	10	875	3,277
Total	23,761	43	8,811	14,907
Total hit and run accidents	6,917	6	754	6,157

* Represents the striking (#1) vehicle listed on the traffic accident report. Violation action of other vehicles involved will not be reflected in this data.

** Represents the number of traffic accidents where pedestrians are listed as striking (#1) vehicle on traffic accident reports. Most pedestrians, although in violation, are listed as vehicle #2 because they are struck by the #1 vehicle.

TRAFFIC ACCIDENT BREAKDOWN BY QUADRANTS IN THE DISTRICT OF COLUMBIA FOR CALENDAR YEAR 1980

The District of Columbia is divided into four (4) sections: Northwest (N.W.), Northeast (N.E.), Southeast (S.E.), and Southwest (S.W.). North Capitol, South Capitol, and East Capitol Streets and a line running westerly from the Capitol are the dividing lines of these sections.

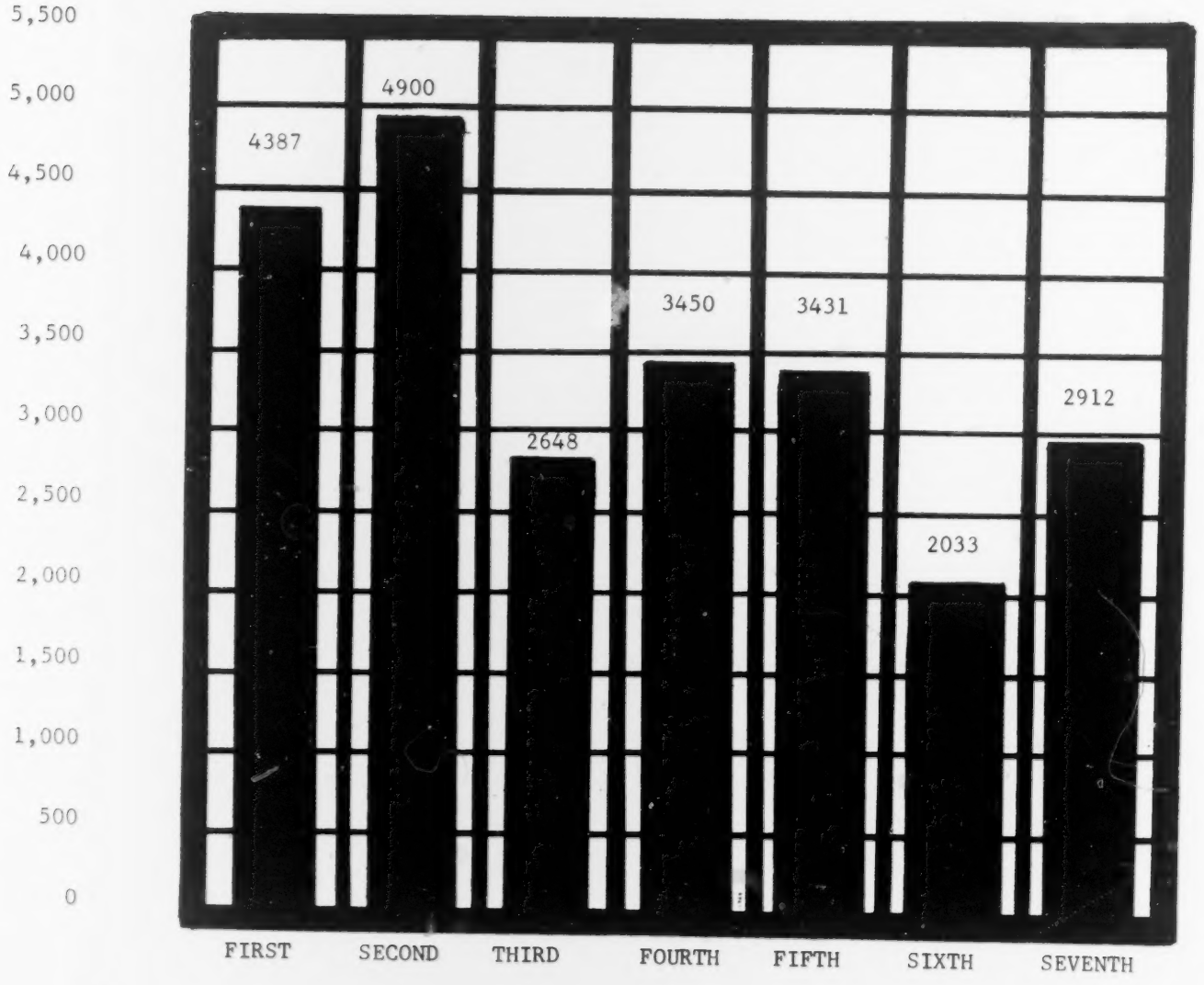
QUADRANT	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS
Northwest	21	4,545	8,415	12,981
Northeast	4	2,170	3,004	5,178
Southeast	15	1,690	2,841	4,546
Southwest	3	406	647	1,056
Total	43	8,811	14,907	23,761

TRAFFIC ACCIDENT BREAKDOWN BY TRAFFIC CONTROL UTILIZATION (1980)

CONTROLS	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS
Flashing Signal	2	126	103	231
Yield Sign	0	51	70	121
Stop Sign	3	817	930	1,750
Police Officer	0	173	365	538
None	25	4,085	8,850	12,960
Restricted Turn	1	62	142	205
Signal	11	3,252	3,765	7,028
Unknown	1	245	682	928
Total	43	8,811	14,907	23,761

TRAFFIC ACCIDENTS FOR CALENDAR YEAR

POLICE DISTRICTS



TRAFFIC ACCIDENTS REPORTED ON ROADWAYS AND DESIGNATED AREAS UNDER THE JURISDICTION OF THE UNITED STATED PARK POLICE OPERATING WITHIN THE DISTRICT OF COLUMBIA

CALENDAR YEAR 1980

*TRAFFIC ACCIDENTS

Location	Deaths	Accidents
Anacostia	[illegible]	34
Areas Outside Park	0	19
Columbia Island	1	130
Constitution Avenue	0	148
East Potomac Park	0	58
Ellipse	0	28
Fort Dupont Park	0	14
Mall	0	34
Reservation East	0	0
Reservation West	0	1
Rock Creek Park	2	220
Rock Creek Parkway	1	168
JFK Center	0	18
Washington Monument Grounds	0	46
West Potomac Park	1	471
Pallisades Park	0	0
RFK Stadium	0	5
George Washington Memorial Parkway	0	0
Layfayette Park, D.C.	0	0
National Vistor's Center	0	7
Montrose Park	0	0
Chesapeake & Ohio Canal, D.C.	0	2
Meridian Hill Park	0	0
Totals	5	1403

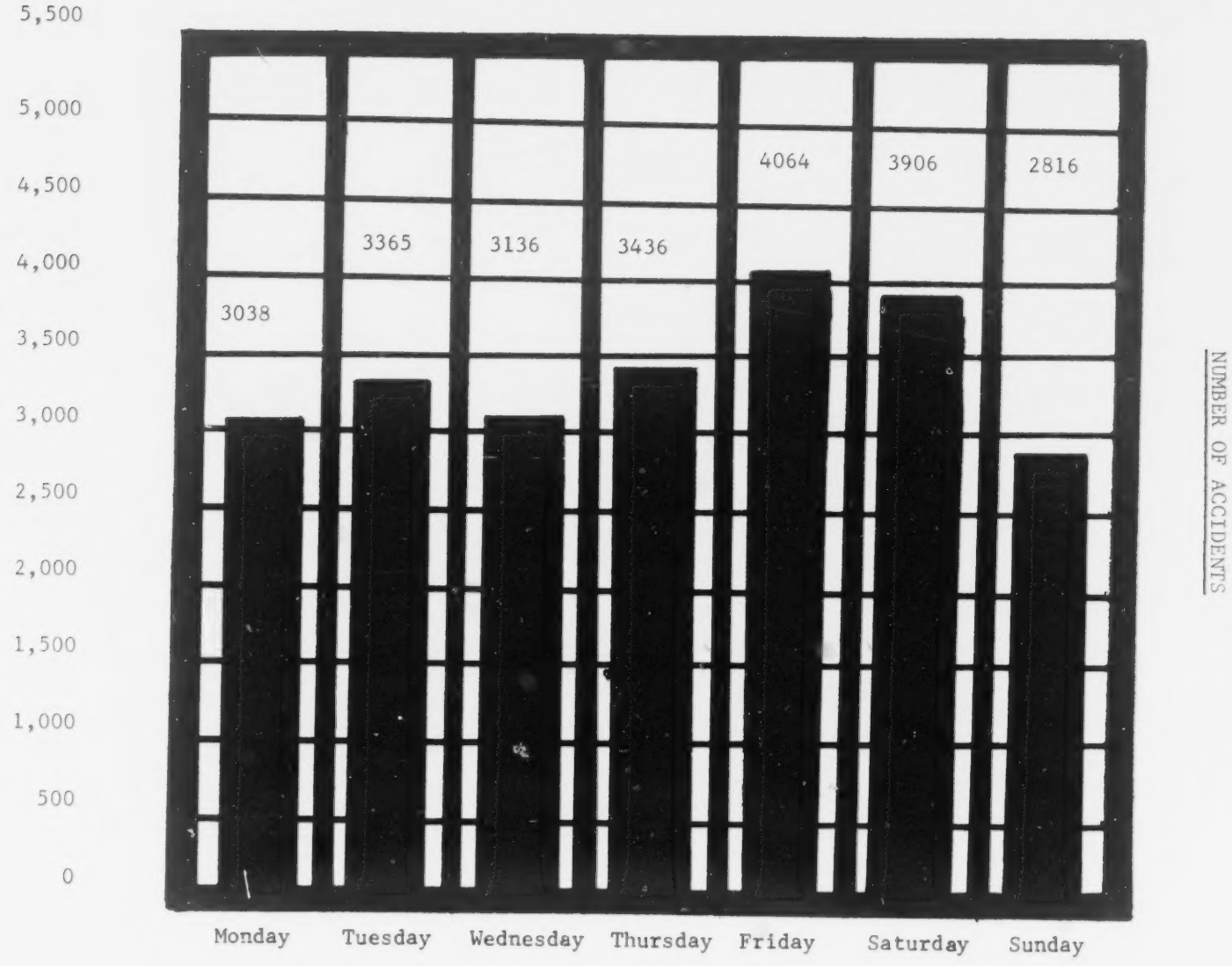
*The above statistics represent those traffic accidents handled by the United States Park Police.

TRAFFIC ACCIDENTS BY TIME OF DAY

CALENDAR YEAR 1980

TIME OF DAY	TOTAL ACCIDENTS	FATAL	NON FATAL	PROPERTY DAMAGE
12:01 - 1:00 a.m.	684	0	235	449
1:01 - 2:00 a.m.	682	0	259	423
2:01 - 3:00 a.m.	706	0	259	447
3:01 - 4:00 a.m.	589	2	224	363
4:01 - 5:00 a.m.	341	1	122	218
5:01 - 6:00 a.m.	283	0	107	176
6:01 - 7:00 a.m.	442	1	178	263
7:01 - 8:00 a.m.	761	1	301	459
8:01 - 9:00 a.m.	1,191	1	478	712
9:01 - 10:00 a.m.	1,005	1	358	646
10:01 - 11:00 a.m.	974	2	325	647
11:01 - 12:00 p.m.	1,040	3	354	683
12:01 - 1:00 p.m.	1,166	0	411	755
1:01 - 2:00 p.m.	1,169	2	412	755
2:01 - 3:00 p.m.	1,167	3	425	739
3:01 - 4:00 p.m.	1,652	6	697	949
4:01 - 5:00 p.m.	1,633	1	630	1,002
5:01 - 6:00 p.m.	1,697	2	664	1,031
6:01 - 7:00 p.m.	1,405	3	521	881
7:01 - 8:00 p.m.	1,181	1	456	724
8:01 - 9:00 p.m.	1,109	4	420	685
9:01 - 10:00 p.m.	1,003	1	346	656
10:01 - 11:00 p.m.	893	6	291	596
11:01 - 12:00 a.m.	988	2	338	648
Total	23,761	43	8,811	14,907

TRAFFIC ACCIDENTS BY DAY OF WEEK - CALENDAR YEAR



DISTRICT OF COLUMBIA HOLIDAY TRAFFIC ACCIDENTS

CALENDAR YEAR 1980

HOLIDAY	BEGINNING 6 P.M.	ENDING MIDNIGHT	HOURS	TRAFFIC FATALITIES	ALCOHOL DEATHS	*TRAFFIC ACCIDENTS
New Year's Day	Friday 12/28/79	Tuesday 01/01/80	102	0	0	233
George Washington Birthday	Friday 02/15/80	Monday 02/18/80	78	0	0	197
Memorial Day	Friday 05/23/80	Monday 05/26/80	78	0	0	282
Independence Day	Thursday 07/03/80	Friday 07/04/80	30	0	0	174
Labor Day	Friday 08/29/80	Monday 09/01/80	78	0	0	218
Columbus Day	Friday 10/10/80	Monday 10/13/80	78	1	0	278
Veterans Day	Monday 11/10/80	Tuesday 11/11/80	30	0	0	115
Thanksgiving Day	Wednesday 11/26/80	Sunday 11/30/80	102	0	0	306
Christmas Day	Wednesday 12/24/80	Sunday 12/28/80	102	1	0	328
			678	2	0	2,131

* Based on raw accident data.

Note: These accidents cover the entire holiday period. For information regarding accidents occurring on the holiday only, refer to the traffic accidents by day of the month section.

DAILY TRAFFIC ACCIDENT STATISTICS AND CLIMATOLOCIGAL DATA

CALENDAR YEAR 1980

The below statistics represent traffic accidents for which police reports were taken by date and day of the week. The weather conditions for each day have also been noted to determine the possible effects of weather conditions on daily traffic accident statistics.

JANUARY

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Tue.	Holiday			54	
2	Wed.		8		61	
3	Thu.				45	
4	Fri.		1,11	2,1	116	
5	Sat.	Weekend	1,11	4,8	62	
6	Sun.	Weekend			48	
7	Mon.		10		82	
8	Tue.				37	
9	Wed.				54	
10.	Thu.				53	
11	Fri.		1,10		101	V-1
12	Sat.	Weekend			112	
13	Sun.	Weekend			32	
14	Mon.		1,10		67	
15	Tue.	Holiday			51	
16	Wed.				47	
17	Thu.				55	
18	Fri.		1,10		101	
19	Sat.	Weekend			66	
20	Sun.	Weekend			46	
21	Mon.				66	V-1
22	Tue.		1,10		81	
23	Wed.				65	
24	Thu.		10,11		102	
25	Fri.		8		65	
26	Sat.	Weekend			44	
27	Sun.	Weekend			39	
28	Mon.				46	
29	Tue.				46	
30	Wed.				50	P-1
31	Thu.		10,11		72	

* Represents the date an accident resulting in a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

FEBRUARY

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Fri.				74	
2	Sat.	Weekend			71	
3	Sun.	Weekend			41	
4	Mon.				59	
5	Tue.				60	
6	Wed.		1,11		84	
7	Thu.		11		57	
8	Fri.				68	
9	Sat.	Weekend	11		100	V-1
10	Sun.	Weekend	1,11		75	
11	Mon.				67	
12	Tue.				64	
13	Wed.				40	
14	Thu.		8		75	
15	Fri.				55	
16	Sat.	Weekend	1,10		67	
17	Sun.	Weekend			42	
18	Mon.	Holiday			33	
19	Tue.				45	
20	Wed.		8,10		51	
21	Thu.				48	
22	Fri.		1,10		95	
23	Sat.	Weekend	2,10		70	
24	Sun.	Weekend	1,10		64	V-1
25	Mon.		1,8,10		52	
26	Tue.				54	
27	Wed.				41	
28	Thu.		1,10		104	
29	Fri.				87	

* Represents the date an accident resulting in a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

MARCH

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Sat.	Weekend	10,11	4.0	128	
2	Sun.	Weekend	9,10,11	.9	44	
3	Mon.				68	
4	Tue.		10		66	
5	Wed.		1,10		48	
6	Thu.				70	
7	Fri.				48	
8	Sat.	Weekend			73	
9	Sun.	Weekend			56	
10	Mon.		1,8,10		51	
11	Tue.				42	
12	Wed.				41	
13	Thu.		1,4,10,11	.5	61	
14	Fri.		1,4,10,11	.7	55	V-1
15	Sat.	Weekend			74	
16	Sun.	Weekend			53	
17	Mon.		10		55	
18	Tue.		1,10		67	
19	Wed.				61	
20	Thu.				63	
21	Fri.		1,10		90	
22	Sat.	Weekend			60	
23	Sun.	Weekend			65	
24	Mon.		1,10		69	
25	Tue.		1		61	
26	Wed.				63	
27	Thu.				79	
28	Fri.		1,10		107	V-1
29	Sat.	Weekend	1,10		77	
30	Sun.	Weekend	1,8,10		53	
31	Mon.		1,10		102	

* Represents the date an accident resulting a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

APRIL

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Tue.				76	
2	Wed.				63	
3	Thu.				56	
4	Fri.		1,10		82	
5	Sat.	Weekend			70	
6	Sun.	Weekend			57	
7	Mon.				58	
8	Tue.				62	
9	Wed.		1,3,5,10		86	
10	Thu.				63	
11	Fri.				68	
12	Sat.	Weekend			66	
13	Sun.	Weekend			52	
14	Mon.		1,10		69	V-1
15	Tue.				56	
16	Wed.				60	
17	Thu.				70	
18	Fri.				75	
19	Sat.	Weekend			89	V-1,P-1
20	Sun.	Weekend			59	
21	Mon.				52	
22	Tue.				72	
23	Wed.				55	
24	Thu.		3,10		70	
25	Fri.		1,8		69	
26	Sat.	Weekend	1,10		132	
27	Sun.	Weekend	1,3,10		82	
28	Mon.		1,10		61	
29	Tue.		1,10		56	
30	Wed.		1,8,10		59	

* Represents the date an accident resulting a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

MAY

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Thu.		1,10		100	P-1
2	Fri.		1,3,10		84	
3	Sat.	Weekend			78	
4	Sun.	Weekend			69	V-1
5	Mon.				59	
6	Tue.		3		70	
7	Wed.		10		71	P-1
8	Thu.		10		88	B-1,P-1
9	Fri.				66	
10	Sat.	Weekend			63	
11	Sun.	Weekend	1,10		61	
12	Mon.		1,3,8		54	
13	Tue.		1,10		70	
14	Wed.				89	
15	Thu.				73	
16	Fri.				76	
17	Sat.	Weekend			55	
18	Sun.	Weekend	1,10		70	
19	Mon.		1,3,8,10		69	
20	Tue.		1,8,10		70	
21	Wed.		1,10		88	
22	Thu.		1,8		68	
23	Fri.		1,8		84	
24	Sat.	Weekend	1,3,8,10		96	
25	Sun.	Weekend	1,10		50	
26	Mon.	Holiday			52	
27	Tue.				63	
28	Wed.				61	
29	Thu.				60	
30	Fri.		1,3,8		87	V-1
31	Sat.	Weekend	1,8		59	

* Represents the date an accident resulting a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

JUNE

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Sun.	Weekend	3,8,10		62	
2	Mon.		1,8		55	
3	Tue.		1,3,8,10		68	
4	Wed.				67	
5	Thu.				65	
6	Fri.		1,3,10		97	V-1
7	Sat.	Weekend	1,3,5,8,10		59	
8	Sun.	Weekend	1,8		61	
9	Mon.		10		75	P-1
10	Tue.		3,10		79	
11	Wed.				84	V-1
12	Thu.				66	V-1
13	Fri.				84	
14	Sat.	Weekend			58	
15	Sun.	Weekend	3,8,10		75	V-3
16	Mon.		3,10		60	
17	Tue.				67	
18	Wed.				73	
19	Thu.				48	
20	Fri.				80	
21	Sat.	Weekend			78	
22	Sun.	Weekend			60	
23	Mon.				63	
24	Tue.				42	
25	Wed.		8		62	
26	Thu.				64	
27	Fri.		1,8		104	M-1
28	Sat.	Weekend	8		73	
29	Sun.	Weekend	1,3,8,10		72	
30	Mon.				61	B-1

* Represents the date an accident resulting a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

JULY

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Tue.				69	
2	Wed.		8		52	
3	Thu.		1,3,8,10		89	
4	Fri.	Holiday	8		85	
5	Sat.	Weekend	3,8,10		67	
6	Sun.	Weekend	10		57	
7	Mon.				61	
8	Tue.		1,3,10		74	
9	Wed.		1,3,8,10		64	
10	Thu.				63	P-1
11	Fri.		1,8		80	
12	Sat.	Weekend	10		78	
13	Sun.	Weekend			49	
14	Mon.				65	
15	Tue.				63	
16	Wed.		3,8		65	V-1
17	Thu.		1,3,8,10		77	
18	Fri.				82	
19	Sat.	Weekend	8		78	
20	Sun.	Weekend	8		61	
21	Mon.		3,10		57	
22	Tue.		1,3,10		94	
23	Wed.		10		48	
24	Thu.				63	
25	Fri.				78	
26	Sat.	Weekend	8		81	
27	Sun.	Weekend			49	
28	Mon.				54	
29	Tue.		1,8,10		64	
30	Wed.		8		51	
31	Thu.		8		57	

* Represents the date an accident resulting a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

AUGUST

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Fri.		3,8,10		98	
2	Sat.	Weekend			83	
3	Sun.	Weekend	3,10		83	
4	Mon.		8		75	
5	Tue.		3,8,10		70	
6	Wed.				64	
7	Thu.		1,8		65	M-1
8	Fri.		1,8		68	
9	Sat.	Weekend	8		48	
10	Sun.	Weekend	3,10		65	
11	Mon.		1,8		69	
12	Tue.		3		75	
13	Wed.				54	
14	Thu.		1,8		72	MP-1
15	Fri.		1,8,10		101	
16	Sat.	Weekend			68	
17	Sun.	Weekend			52	
18	Mon.		1,10		51	
19	Tue.		1,8,10		76	
20	Wed.		1,8		51	
21	Thu.		1,8		57	
22	Fri.				75	V-1
23	Sat.	Weekend			79	
24	Sun.	Weekend			43	
25	Mon.				52	
26	Tue.		8		55	
27	Wed.				71	
28	Thu.		8		61	
29	Fri.		8		65	
30	Sat.	Weekend	8		70	
31	Sun.	Weekend			48	

* Represents the date an accident resulting a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

SEPTEMBER

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Mon.	Holiday			35	
2	Tue.				69	
3	Wed.				63	P-1
4	Thu.		8		65	V-1
5	Fri.		1,3		87	
6	Sat.	Weekend	1,3,8,10		81	
7	Sun.	Weekend	1,3,8		41	
8	Mon.				47	
9	Tue.				50	P-1
10	Wed.		1,3,10		51	
11	Thu.				68	
12	Fri.				88	
13	Sat.	Weekend	8		61	
14	Sun.	Weekend	1,3,8,10		58	
15	Mon.		3,8		58	
16	Tue.				51	
17	Wed.		1,8,10		71	
18	Thu.		1,10		63	
19	Fri.		1		81	
20	Sat.	Weekend	1,8		65	P-1
21	Sun.	Weekend	1,8		51	
22	Mon.		1,8		44	
23	Tue.				59	
24	Wed.				58	
25	Thu.		1,10		87	
26	Fri.		1		76	
27	Sat.	Weekend			59	
28	Sun.	Weekend			57	
29	Mon.				63	
30	Tue.		1,8		58	

* Represents the date an accident resulting a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

OCTOBER

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Wed.				55	P-1
2	Thu.		1,8,10		83	
3	Fri.		1,10		111	
4	Sat.	Weekend	1,8		102	
5	Sun.	Weekend			52	
6	Mon.				62	
7	Tue.		8		56	
8	Wed.				57	
9	Thu.		1,8		65	
10	Fri.				77	
11	Sat.	Weekend	1,8		84	
12	Sun.	Weekend			61	
13	Mon.	Holiday			56	P-1
14	Tue.				76	
15	Wed.				57	
16	Thu.		1,8		51	
17	Fri.		1,8		70	
18	Sat.	Weekend	1,3,10		115	
19	Sun.	Weekend	3,10		51	
20	Mon.				53	
21	Tue.				61	
22	Wed.				52	
23	Thu.				63	
24	Fri.				71	
25	Sat.	Weekend	1,10		135	V-1
26	Sun.	Weekend			52	
27	Mon.				51	
28	Tue.		8,10		62	
29	Wed.				48	
30	Thu.				53	
31	Fri.		1,8		63	

* Represents the date an accident resulting a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

NOVEMBER

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Sat.	Weekend			93	
2	Sun.	Weekend			64	
3	Mon.		1,8		55	
4	Tue.		1,3,10		96	
5	Wed.		1		54	
6	Thu.				60	
7	Fri.				77	
8	Sat.	Weekend			73	
9	Sun.	Weekend	1,3,8,10		56	
10	Mon.				67	
11	Tue.	Holiday			48	
12	Wed.				64	P-1
13	Thu.				54	
14	Fri.		8		66	
15	Sat.	Weekend	1,8		85	V-3
16	Sun.	Weekend	1,4,10		67	
17	Mon.		1,4,10		88	
18	Tue.		10		48	
19	Wed.				58	
20	Thu.				60	P-1
21	Fri.		2		78	
22	Sat.	Weekend			78	
23	Sun.	Weekend	1,8		37	
24	Mon.		1,10		97	
25	Tue.				37	
26	Wed.				86	
27	Thu.	Holiday	1,4,10		72	
28	Fri.		1,10		53	
29	Sat.	Weekend			57	
30	Sun.	Weekend			38	

* Represents the date an accident resulting a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG (2) HEAVY FOG
(3) THUNDERSTORM (4) ICE PELLETS
(5) HAIL (6) GLAZE
(7) DUSTSTORM (8) SMOKE/HAZE
(9) BLOWING SNOW (10) RAIN
(11) SNOW

DECEMBER

DATE	DAY	DATE TYPE	*WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Mon.				58	
2	Tue.		10		75	
3	Wed.				68	
4	Thu.				59	
5	Fri.				63	
6	Sat.	Weekend			61	
7	Sun.	Weekend	8		46	
8	Mon.		1,8		54	
9	Tue.		1,10		95	
10	Wed.				54	
11	Thu.				55	
12	Fri.		1		60	
13	Sat.	Weekend			72	V-1
14	Sun.	Weekend			57	
15	Mon.				50	
16	Tue.		1,8,10		64	
17	Wed.				62	
18	Thu.				66	
19	Fri.				81	
20	Sat.	Weekend			82	
21	Sun.	Weekend			50	
22	Mon.				76	
23	Tue.		2,4,10		153	
24	Wed.		2,4,10		131	P-1
25	Thu.	Holiday			64	
26	Fri.				42	
27	Sat.	Weekend	4		50	
28	Sun.	Weekend	1		41	
29	Mon.		1		42	
30	Tue.				43	
31	Wed.		10	.3	88	

* Represents the date an accident resulting a death occurred not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

TRAFFIC ACCIDENT BREAKDOWN - CALENDAR YEAR 1980

ROAD CONDITION

ROAD CONDITION	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE	TOTAL ACCIDENTS
Dry	37	6,745	11,103	17,885
Wet	6	1,766	2,719	4,491
Icy	0	258	622	880
Repairing	0	15	56	71
Unknown	0	27	407	434
Total	43	8,811	14,907	23,761

VISIBILITY

VISIBILITY CONDITION	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE	TOTAL ACCIDENTS
Dawn/Dusk	0	84	178	262
Night	17	3,231	5,684	8,932
Day	26	5,489	8,889	14,404
Unknown	0	7	156	163
Total	43	8,811	14,907	23,761

STREET LIGHTING

STREET LIGHTS	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE	TOTAL ACCIDENTS
Defective	0	13	48	61
On	17	3,193	5,388	8,598
Off	24	5,176	7,833	13,033
None	2	370	776	1,148
Unknown	0	59	862	921
Total	43	8,811	14,907	23,761

*TRAFFIC ACCIDENT BREAKDOWN BY VEHICLE ACTION FOR YEAR 1980

VEHICLE ACTION	TOTAL VEHICLES INVOLVED	FATAL	NON FATAL	PROPERTY DAMAGE
Backing	1,350	0	160	1,190
Right Turn	1,632	1	396	1,235
Left Turn	2,900	4	1,303	1,593
Stop/Standing in Traffic	3,742	3	1,923	1,816
Parked	7,466	3	944	6,519
Pulling from Curb	583	1	101	481
U-Turn	262	0	92	170
Merging	296	0	102	194
Ran Off the Road	427	5	184	238
Changing Lanes Without Caution	1,859	2	500	1,357
Going Straight	22,565	45	10,156	12,364
Overtaking	203	0	71	132
Slowing/Stopping	1,099	0	594	505
Avoiding	390	2	197	191
Unknown	2,102	1	116	1,985
Other	689	2	244	443
Total	47,565	69	17,083	30,413

TRAFFIC ACCIDENT BREAKDOWN BY NUMBER OF VEHICLES INVOLVED IN ACCIDENTS CALENDAR YEAR 1980

NUMBER OF VEHICLES INVOLVED	TOTAL ACCIDENTS	FATAL	NON FATAL	PROPERTY DAMAGE
One	3,030	23	2,061	946
Two	18,395	14	5,584	12,797
Three	1,811	5	901	905
Four	390	1	201	188
Five	135	0	64	71
Total	23,761	43	8,811	14,907

MULTI-VEHICLE TRAFFIC ACCIDENT STATISTICS

CALENDAR YEAR 1980

CATEGORY	TOTAL
Single Vehicle Accidents	3,030
Two Vehicle Traffic Accidents	18,395
Three Vehicle Traffic Accidents	1,811
Four Vehicle Traffic Accidents	390
Five Vehicle Traffic Accidents	135
Total Multi-Vehicle Accidents	23,761

* Does not include police vehicles involved in traffic accidents.

TRAFFIC ACCIDENT BREAKDOWN BY VEHICLE INVOLVEMENT IN TRAFFIC ACCIDENTS

TOTAL NUMBER OF VEHICLES INVOLVED
48,983

*REGISTERING JURISDICTION

Washington, D.C.	Maryland	Virginia	Military	Other	Unknown
26,419	10,987	4,627	13	2,578	4,359

AGE OF VEHICLE

2 YEARS AND UNDER	3-4 YEARS	5-6 YEARS	7 YEARS AND OLDER	UNKNOWN
10,888	8,266	4,562	18,655	6,612

TYPE OF VEHICLES INVOLVED IN TRAFFIC ACCIDENTS

TYPE OF VEHICLE	FATAL	NON-FATAL	PROPERTY DAMAGE	NUMBER OF VEHICLES
Passenger Auto	42	14,490	24,415	38,947
Taxi Cab	2	436	1,225	1,663
Bus	3	381	907	1,291
Truck	15	1,037	2,439	3,491
Bicycle	3	486	54	543
Motorcycle	2	320	83	405
Fire Engine	0	5	28	33
Ambulance	0	10	31	41
Moped	1	34	6	41
Fixed Object	0	1	4	5
Unknown Type	2	52	1,973	2,027
*Other	0	215	281	496
Total	70	17,467	31,446	48,983

* Includes police vehicles involved in traffic accidents.

SUMMARY OF TRAFFIC DEATHS FOR CALENDAR YEAR 1980

ROAD SURFACE (TIME OF ACCIDENT)

ROAD SURFACE	PEDESTRIAN DEATHS	MOTORVEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Dry	14	18	2	2	1	37
Wet	2	7	0	0	0	9
Total	16	25	2	2	1	46

VISIBILITY (TIME OF ACCIDENT)

VISIBILITY	PEDESTRIAN DEATHS	MOTORVEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Day	8	12	1	1	1	23
Night	8	13	1	1	0	23
Total	16	25	2	2	1	46

SEX OF DECEDENT

SEX	PEDESTRIAN DEATHS	MOTORVEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Male	11	17	2	1	0	31
Female	5	8	0	1	1	15
Total	16	25	2	2	1	46

TYPE LOCATION WHERE TRAFFIC FATALITIES OCCURRED

LOCATION	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	*MOPED DEATHS	TOTAL DEATHS
Intersection	7	4	1	1	1	14
Between Intersections	6	6	1	1	0	14
Expressway	1	3	0	0	0	4
Bridge	0	2	0	0	0	2
Overpass	0	0	0	0	0	0
Circle	0	0	0	0	0	0
Parkway	1	7	0	0	0	8
Alley	0	1	0	0	0	1
Other	1	2	0	0	0	3
Total	16	25	2	2	1	46

*SEASONAL BREAKDOWN OF TRAFFIC FATALITIES

SEASON	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	*MOPED DEATHS	TOTAL DEATHS
Winter (December 22, 1979-March 20, 1980)	1	6	0	0	0	7
Spring (March 21, 1980-June 20, 1980)	6	11	0	1	0	18
Summer (June 21, 1980-September 21, 1980)	4	2	2	1	1	10
Fall (September 22, 1980-December 21, 1980)	5	6	0	0	0	11
Total	16	25	2	2	1	46

* Based on date of death.

TRAFFIC FATALITY SUMMARY FOR CALENDAR YEAR 1980

* HIT AND RUN ** MULTIPLE FATAL ACCIDENT

FATALITY #	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
1.	01-11-80	01-11-80	Veh.	M	73	DUI/Speeding	Yes	2700 Blk. M.L. King, Jr. Ave., S.E.
2.	01-21-80	01-21-80	Veh.	M	41	Red Light/ Speeding	No	9th St., S.E., 10' south of L St.
3.	01-30-80	01-30-80	Ped.	M	60	Ped. Violation	Yes	Front/5527 Central Ave., S.E.
4.	02-09-80	02-09-80	Veh.	M	23	Fail to Maintain Proper Control of Veh.	Yes	Blair Rd. at Tuckerman St., N.W.
5.	02-24-80	02-25-80	Veh.	F	48	Passed Red Light	Yes	49th St. at Sheriff Rd., N.E.
6.	12-29-79	03-11-80	Veh.	M	90	Unknown	No	Alley/Rear 7700 Blk. 16th St., N.W.
7.	03-14-80	03-14-80	Veh.	M	42	Failed to Yield Right of Way to Auto	Yes	G.W. Parkway at Columbia Island
8.	04-14-80	04-14-80	Veh.	M	24	Fail to Maintain Proper Control of Veh.	Yes	14th St., 222' north of Interstate Rte. 395 South Exit
9.	04-19-80	04-19-80	Veh.	M	46	Fail to Maintain Proper Control of Veh.	Yes	Reno Rd., 32' south of Ingomar St., N.W.
10.	04-19-80	04-19-80	Ped.	F	76	Ped. Violation	No	Pennsylvania Ave., S.E., 53' west of L'Enfant Sq.
11.	05-04-80	05-04-80	Veh.	M	30	Passed Stop Sign	No	Intersection - First and L St., N.E.

FATALITY #	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
12.	12-30-79	05-05-80	Ped.	M	74	Ped. Violation	No	Wisconsin Ave. at Nebraska Ave., N.W.
13.	05-01-80	05-06-80	Ped.	F	68	Ped. Violation	No	Pennsylvania Ave. at 21st St., N.W.
14.	05-07-80	05-07-80	Ped.	M	39	Failed to Yield Right of Way to Ped./DUI	Yes	Georgia Ave. at Emerson St., N.W.
15.	03-28-80	05-08-80	Veh.	M	74	F.T.A.	No	Front/3528 New Hampshire Ave., N.W.
*16.	05-08-80	05-09-80	B/C	M	13	Fail to Yield Right of Way/ Pending	No	East Capitol St., 271' west of 19th St., N.E.
17.	05-30-80	05-30-80	Veh.	F	54	Pending	No	Piney Branch Pkwy., 2/10th mile west of 17th St., N.W.
*18.	05-08-80	06-03-80	Ped.	M	75	Ped. Violation	No	Georgia Ave. at Columbia Rd., N.W.
19.	06-06-80	06-06-80	Veh.	M	37	Fail to Maintain Proper Control of Veh.	No	Suitland Pkwy., 95' north of Pomeroy Rd., S.E.
20.	06-11-80	06-11-80	Veh.	F	19	Manslaughter/DWI/ Fail to Yield Right of Way to Auto	Yes	Suitland Pkwy. at Firth Sterling Ave., S.E.
*21.	06-09-80	06-11-80	Ped.	M	76	Pending	No	New Jersey Ave., 140' south of P St., N.W.
22.	06-12-80	06-12-80	Veh.	M	59	Failed to Maintain Proper Control of Veh.	No	Bacon Dr., north between Lincoln Memorial Circle and Constitution Ave., N.W.
**23.	06-15-80	06-15-80	Veh.	M	41	Speeding/F.T.A.	Yes	Interstate Rte. 295, 944' north of Benning Railroad Yard, N.E.

FATALITY #	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
**24.	06-15-80	06-16-80	Veh.	F	30	Speeding/F.T.A.	Yes	Interstate Rte. 295, 944' north of Benning Railroad Yard, N.E.
25.	06-15-80	06-19-80	Veh.	M	18	Failed to Maintain Proper Control of Veh.	No	Sherill Dr., 450' west of 16th St., N.W.
26.	06-27-80	06-27-80	M/C	M	25	Speeding/ Passed Stop Sign	No	35th St. at Veazey St., N.W.
27.	06-30-80	06-30-80	B/C	F		Failed to Yield Right of Way	No	29th St. at M St., N.W.
*28.	07-10-80	07-10-80	Ped.	F	22	Ped. Violation	Yes	Suitland Pkwy., 498' east of Alabama Ave. Overpass
29.	08-07-80	08-08-80	M/C	M	21	Speeding/Failed to Maintain Proper Control of Veh.	No	Florida Ave., 153' east of Porter St., N.E.
30.	08-14-80	08-14-80	Moped	F	16	Speeding/Passed Stop Sign	No	9th St. at Barnaby St., S.E.
31.	08-22-80	08-22-80	Veh.	M	31	Speeding/Failed to Maintain Proper Control of Veh.	Yes	South on 395 Entrance Ramp to westbound Southwest Freeway
32.	09-03-80	09-03-80	Ped.	M	59	Drunk Ped.	Yes	M St., 78' east of 9th St., S.E.
33.	09-04-80	09-05-80	Veh.	F	31	Changing Lanes w/o Caution	No	Southbound I-395 at the S.W. Exit Ramp

FATALITY #	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
34.	09-09-80	09-11-80	Ped.	F	5	Ped. Violation	No	South Capitol St., 61' north of Danbury St., S.E.
35.	09-20-80	09-20-80	Ped.	M	75	Pending	No	Florida Ave., 85' west of North Capitol St., N.W.
36.	10-13-80	10-13-80	Ped.	M	76	Ped. Violation	No	12th St. at New York Ave., N.W.
37.	10-25-80	10-28-80	Veh.	F	31	Failed to Yield Right of Way to Vehicle	No	Suitland Pkwy., at Firth Sterling Ave., S.E.
*38.	10-01-80	10-31-80	Ped.	M	33	Speeding/Failed to Maintain Proper Lane	No	Interstate Rte. 295, 1328' south of Portland St., S.E.
39.	11-12-80	11-12-80	Ped.	F	77	Failed to Yield Right of Way to Ped.	No	18th St. at K St., N.W.
**40.	11-15-80	11-15-80	Veh.	M	18	Speeding	No	Suitland Pkwy., 159' south of Pomeroy Rd.,S.E.
**41.	11-15-80	11-15-80	Veh.	M	12	Speeding	No	Suitland Pkwy., 159' south of Pomeroy Rd.,S.E.
**42.	11-15-80	11-15-80	Veh.	M	11	Speeding	No	Suitland Pkwy., 159' south of Pomeroy Rd.,S.E.
43.	07-16-80	11-16-80	Veh.	M	78	Failed to Maintain Proper Control of Veh.	No	Front/Entrance to R.F.K. Memorial Stadium,S.E.
44.	11-20-80	11-20-80	Ped.	M	44	Improper Left Turn	No	18th St. at Virginia Ave., N.W.
*45.	12-13-80	12-13-80	Veh.	F	24	Speeding	No	Sousa Bridge, 452' west of Interstate Rte. 295
46.	12-24-80	12-27-80	Ped.	M	42	Ped. Violation	No	North Capitol St., 11' south of P St., N.W.

POLICE CALLS FOR TRAFFIC ACCIDENTS

CALENDAR YEAR 1980

The Metropolitan Police Department does not require reports for all traffic accidents that occur (See page 2 for reporting procedures). To provide a more accurate picture of traffic accidents in/near Intersections, Bridges, Street Addresses, etc., any location receiving a minimum of 36 calls for traffic accidents during calendar year 1980 has been listed. The locations are listed by Police District indicating the number of traffic accident reports taken, the accidents for which no report was taken And the total calls received by the Communications Division for each location. A small percentage of the calls are duplicates for the same accident.

The listings begin on the next page.

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

FIRST DISTRICT

LOCATION	REPORTS	NO REPORTS	TOTAL CALLS
1st Street & Flordia Ave., N.W.	17	32	49
1st Street & New York Ave., N.W.	37	46	83
3rd Street Tunnel, N.W.	32	53	85
3rd Street & Massachusetts Ave., N.W.	25	50	75
4th & K Streets, N.W.	21	51	72
4th St. & New York Ave., N.W.	12	27	39
7th & L Streets, N.W.	18	29	47
9th St., & Constitution Ave., N.W.	26	40	66
9th St., & E Street., N.W.	23	22	45
9th St., & New York Ave., N.W.	20	19	39
9th St., & Pennsylvania Ave., N.W.	24	34	58
11th St., & New York Ave., N.W.	23	22	45
12th St., & Constitution Ave., N.W.	31	35	66
12th St., & K St., N.W.	15	23	38
12th St., & New York Ave., N.W.	22	40	62
13th St., & H St., N.W.	19	20	39
13th St., & K St., N.W.	24	35	59
13th St., & L St., N.W.	21	24	45
14th St., & Constitution Ave., N.W.	46	86	132
14th St., & E St., N.W.	18	31	49
14th St., & F St., N.W.	15	25	40
14th St., & G St., N.W.	9	27	36
14th St., & H St., N.W.	14	39	53
14th St., & I St., N.W.	21	44	65
14th St., & K St., N.W.	33	59	92
14th St., & L St., N.W.	40	58	98
14th St., & New York Ave., N.W.	23	31	54
14th St., & Pennsylvania Ave., N.W.	26	44	70
North Capitol St & Florida Ave., N.W.	13	28	41
North Capitol St. & Florida Ave., N.E.	9	30	39
North Capitol St. & H St., N.W.	11	29	40
New York Ave., & New Jersey Ave., N.W.	16	22	38

BEST AVAILABLE COPY

FIRST DISTRICT

LOCATION	REPORTS	NO REPORTS	TOTAL CALLS
New York Ave., & North Capitol St.	23	40	63
1st Street & New York Ave., N.E.	10	40	50
New York Ave., & Flordia Ave., N.E.	37	90	127
6th St., & Southeast Freeway	17	26	43
5th & I St., S.E.	14	24	38
11th St., & M St., S.E.	24	25	49
South Capitol Street Bridge	11	39	50
6th St., & Southwest Freeway	13	23	36
7th St., & D St., S.W.	11	25	36
7th St., & Independence Ave., S.W.	16	25	45
7th St., & Southwest Freeway	24	37	61
12th St., & Southwest Freeway	26	55	81
14th St., & C St., S.W.	21	30	51
14th St., & Independence Ave., S.W.	35	65	100
South Captiol St., & I St., S.W.	26	30	56
South Capitol St., & Southwest Freeway	13	41	54
14th Street Bridge, S.W.	82	325	410

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

SECOND DISTRICT

LOCATION	REPORTS	NO REPORTS	TOTAL CALLS
15th St., & Constitution Ave., N.W.	22	41	63
15th St., & K St., N.W.	20	41	61
15th St., & Pennsylvania Ave., N.W.	22	35	57
17th St., & Constitution Ave., N.W.	7	31	38
17th St., & I St., N.W.	11	30	41
17th St., & K St., N.W.	18	44	62
17th St., & Pennsylvania Ave., N.W.	19	36	55
18th St., & K St., N.W.	20	33	53
18th St., & L St., N.W.	14	23	37
19th St., & E St., N.W.	13	25	38
19th St., & K St., N.W.	14	28	42
19th St., & M St., N.W.	18	38	56
19th St., & Pennsylvania Ave., N.W.	12	31	43
20th St., & K St., N.W.	19	42	61
20th St., & Pennsylvania Ave., N.W.	9	29	38
21st St., & K St., N.W.	22	25	47
21st St., & M St., N.W.	13	34	47
21st St., & Pennsylvania Ave., N.W.	14	26	40
23rd St., & Constitution Ave., N.W.	8	38	46
30th St., & M St., N.W.	14	30	44
31st St., & M St., N.W.	15	36	51
33rd St., & M St., N.W.	16	31	47
34th St., & M St., N.W.	23	34	57
34th St., & Massachusetts Ave., N.W.	22	48	70
Connecticut Ave., & Albemarle St., N.W.	11	25	36
MacArthur Blvd. & Arizona Ave., N. W.	18	22	40
Connecticut Ave., & Calvert St., N.W.	18	33	51
Wisconsin Ave., & Calvert St., N.W.	17	28	45
Foxhall Rd., & Canal Rd., N.W.	20	31	51

SECOND DISTRICT

LOCATION	REPORTS	NO REPORTS	TOTAL CALLS
Connecticut Ave., & Chevy Chase Cir., N.W.	6	48	54
Connecticut Ave., & Florida Ave., N.W.	17	38	55
Connecticut Ave., & K St., N.W.	22	26	48
Connecticut Ave., & McKinley St., N.W.	23	28	51
Military Rd., & Connecticut Ave., N.W.	12	40	52
Connecticut Ave., & Nebraska Ave., N.W.	18	39	57
Connecticut Ave., & Porter St., N.W.	11	31	42
Connecticut Ave., & Tilden St., N.W.	13	25	38
Connecticut Ave., & Van Ness St., N.W.	11	43	54
Wisconsin Ave., & Garfield St., N.W.	19	19	38
3200 M St., N.W.	22	17	39
Wisconsin Ave., & M St., N.W.	42	68	110
Massachusetts Ave., & Nebraska Ave., N.W.	16	46	62
Wisconsin Ave., & Massachusetts Ave., N.W.	25	51	76
Wisconsin Ave., & Q St., N.W.	22	26	48
Wisconsin Ave., & Van Ness St., N.W.	16	37	53
Wisconsin Ave., & Western Ave., N.W.	14	55	69
Key Bridge N.W.	25	62	87
Roosevelt Bridge N.W.	18	36	54

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

THIRD DISTRICT

LOCATION	REPORTS	NO REPORTS	TOTAL CALLS
7th St., & Florida Ave., N.W.	17	22	39
9th St., & N St., N.W.	22	29	51
9th St., & O St., N.W.	10	26	36
9th St., & U St., N.W.	12	26	38
12th St., & N St., N.W.	20	38	58
13th St., & Massachusetts Ave., N.W.	20	23	43
13th St., & U St., N.W.	14	30	44
14th St., & P St., N.W.	13	23	36
14th St., & Q St., N.W.	11	26	37
14th St., & Thomas Circle	24	43	67
14th St., & U St., N.W.	29	33	62
16th St., & Columbia Rd., N.W.	10	28	38
16th St., & Euclid St., N.W.	21	26	47
16th St., & Kalorama Rd., N.W.	14	26	40
16th St., & V St., N.W.	17	22	39
18th St., & Columbia Rd., N.W.	14	23	37
18th St., & Massachusetts Ave., N.W.	13	25	38
Connecticut Ave., & R St., N.W.	19	19	38
Massachusetts Ave., & Dupont Circle, N.W.	8	30	38
2041 Georgia Ave. N.W. (Howard University Hospital)	9	28	37

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

FOURTH DISTRICT

LOCATION	REPORTS	NO REPORTS	TOTAL CALLS
13th St., & Kenyon St., N.W.	23	24	47
14th St., & Irving St., N.W.	20	31	51
16th St., & Irving St., N.W.	17	32	49
16th St., & Military Rd., N.W.	18	21	39
Gerogia Ave., & Eastern Ave., N.W.	18	48	66
Georgia Ave., & Kenyon St., N.W.	19	21	40
Georgia Ave., & Missouri Ave., N.W.	28	38	66
Georgia Ave., & New Hampshire Ave., N.W.	21	33	54
Gerogia Ave., & Piney Branch Rd., N.W.	13	32	45
Georgia Ave., & Randolph St., N.W.	10	28	38
New Hampshire Ave., & Grant Circle, N.W.	13	24	37
New Hampshire Ave., & Missouri Ave.. N.W.	18	30	48
4th St., & Michigan Ave., N.E.	19	32	51
New Hampshire Ave., & Eastern Ave., N.W.	29	43	72
North Capitol St., & Michigan Ave., N.E.	18	27	45
South Dakota Ave., & Riggs Rd., N.E.	16	37	53

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

FIFTH DISTRICT

LOCATION	REPORTS	NO REPORTS	TOTAL CALLS
1st St., & Rhode Island Ave., N.W.	14	31	45
Rhode Island Ave., & Flordia Ave., N.W.	18	42	60
4th St., & New York Ave., N.E.	19	28	47
4th St., & Rhode Island Ave., N.E.	18	35	53
5th St., & Flordia Ave., N.E.	14	25	39
17th St., & Benning Rd., N.E.	25	41	66
17th St., & Bladensburg Rd., N.E.	14	34	48
24th St., & Benning Rd., N.E.	17	34	51
Oklahoma Ave., & Benning Rd., N.E.	30	53	83
New York Ave., & Bladensburg Rd., N.E.	92	187	279
South Dakota Ave., & Bladensburg Rd., N.E.	36	76	112
Rhode Island Ave., & Eastern Ave., N.E.	20	30	50
South Dakota Ave., & Monroe St., N.E.	20	29	49
New York Ave., & Montana Ave., N.E.	20	49	69
West Virginia Ave., & Mt. Olivet Rd., N.E.	19	31	50
South Dakota Ave., & New York Ave., N.E.	47	103	150
West Virginia Ave., & New York Ave., N.E.	13	34	47
South Dakota Ave., & Rhode Island Ave., N.E.	16	24	40

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

SIXTH DISTRICT

LOCATION	REPORTS	NO REPORTS	TOTAL CALLS
34th St., & Benning Rd., N.E.	39	56	95
Benning Rd., & Anacostia Ave., N.E.	17	34	51
Benning Rd., & East Capitol St., N.E.	20	34	54
Benning Rd., & East Capitol St., S.E.	10	27	37
Interstate Rte. 295 & Benning Rd., N.E.	42	79	121
Kenilworth Ave., & Benning Rd., N.E.	16	39	55
Benning Rd., & Minnesota Ave., N.E.	38	79	117
Kenilworth Ave., & Burroughs Ave., N.E.	14	42	56
Minnesota Ave., & Burroughs Ave., N.E.	23	31	54
Kenilworth Ave., & Eastern Ave., N.E.	23	80	103
Sheriff Rd., & Eastern Ave., N.E.	22	32	54
Pennsylvania Ave., & 25th St., S.E.	14	26	40

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

SEVENTH DISTRICT

LOCATION	REPORTS	NO REPORTS	TOTAL CALLS
Good Hope Rd., & 13th St., S.E.	14	22	36
27th St., & Pennsylvania Ave., S.E.	16	26	42
Alabama Ave., & Branch Ave., S.E.	20	44	64
Pennsylvania Ave.. & Alabama Ave., S.E.	22	47	69
Stanton Rd., & Alabama Ave., S.E.	18	33	51
Pennsylvania Ave., & Branch Ave., S.E.	56	122	178
Pennsylvania Ave., & Fairlawn Ave., S.E.	12	32	44
Suitland Parkway & Firth Sterling, S.E.	15	38	53
2300 Good Hope Rd., S.E.	10	27	37
Interstate Rte. 295 & Howard Rd., S.E.	14	39	53
M.L. King, Jr. Ave., & Howard Rd., S.E.	16	39	55
South Capitol St., & I St., S.E.	20	20	40
Interstate Rte. 295 & Pennsylvania Ave., S.E.	32	117	149
Interstate Rte. 295 & Portland St., S.E.	48	86	134
South Capitol St., & Interstate Rte. 295, S.E.	28	61	89
11th St. Bridge & Interstate Rte. 295, S.E.	27	41	68
South Capitol St., & M St., S.E.	11	29	40
2700 M.L. King, Jr. Ave., S.E. (St. Elizabeth's)	34	49	83
M.L. King Jr. Ave., & Portland St., S.E.	23	59	82
South Capitol St., & M.L. King, Jr. Ave., S.E.	21	24	45
Pennsylvania Ave., & Minnesota Ave., S.E.	53	181	234
Wheeler Rd., & Mississippi Ave., S.E.	17	20	37
Pennsylvania Ave., & Potomac St., S.E.	15	21	36
Pennsylvania Ave., & Southern Ave., S.E.	22	34	56
South Capitol St., & Portland St., S.E.	16	32	48
800 Southern Ave., S.E.	16	24	40
1310 Southern Ave., S.E.	13	44	57
Wheeler Rd., & Southern Ave., S.E.	17	27	44
Suitland Parkway & Stanton Rd., S.E.	51	66	117
Wheeler Rd., & Valley Ave., S.E.	18	20	38
11th St. Bridge, S.E.	46	94	140
Sousa Bridge, S.E.	34	72	106

III

COMPARATIVE TRAFFIC STATISTICS FOR PREVIOUS YEARS AND SIMILAR CITIES

STATISTICAL SUMMARY OF TRAFFIC ACCIDENTS

RECORDED IN THE DISTRICT OF COLUMBIA

In the District of Columbia, 46 people were killed in traffic accidents, a decrease of 8% down from the 50 people killed in traffic accidents in 1979. Traffic deaths in the District of Columbia have declined yearly since 1974.

Presently, the District of Columbia continues to show an overall low in traffic deaths and traffic accidents.

YEAR	TRAFFIC DEATHS	PEDESTRIAN DEATHS	TOTAL ACCIDENTS	INJURY ACCIDENTS	PERSONS INJURED	PEDESTRIANS INJURED
1950	72	46	14,069	4,640	5,744	2,113
1951	68	42	15,312	4,777	6,003	2,110
1952	65	51	16,782	5,088	6,469	2,193
1953	70	47	17,507	5,109	6,365	2,257
1954	59	38	17,563	5,038	6,287	2,116
1955	72	41	20,049	5,588	7,056	2,124
1956	57	36	20,006	5,619	7,239	2,148
1957	73	41	19,185	5,417	7,023	2,035
1958	63	30	19,545	5,432	7,080	2,081
1959	63	44	22,061	6,187	8,076	2,240
1960	72	38	21,365	5,877	7,822	1,375
1961	60	26	23,042	6,236	8,350	1,979
1962	65	35	25,290	6,735	9,095	1,988
1963	98	53	27,957	7,573	10,320	2,158
1964	115	55	29,252	7,866	10,855	2,117
1965	101	35	29,414	7,518	10,333	1,985
1966	97	40	31,709	7,725	11,216	2,152
1967	131	57	34,219	8,063	11,428	2,168
1968	127	50	35,709	7,563	11,149	2,055
1969	127	56	38,685	7,028	10,054	1,971
1970	121	59	38,366	Not Avail.	9,571	Not Avail.
1971	96	45	38,189	9,949	10,007	1,879
1972	73	31	37,937	7,190	10,095	1,612
1973	76	34	34,477	7,379	10,380	1,688
1974	78	35	24,809	6,764	9,227	1,465
1975	74	38	25,300	7,387	10,465	1,429
1976	60	34	24,485	7,227	10,400	1,265
1977	58	29	23,947	7,737	11,013	1,142
1978	51	24	24,701	7,157	10,199	1,170
1979	50	25	24,211	8,775	9,983	1,189
1980	46	16	23,761	8,854	12,886	1,316

MONTHLY BREAKDOWN OF TRAFFIC ACCIDENTS

MONTH	1976	1977	1978	1979	1980
January	1,880	2,020	2,106	2,093	1,815
February	1,942	1,627	1,601	1,896	1,868
March	2,045	1,946	2,102	1,973	1,903
April	1,968	1,994	1,950	1,864	2,014
May	2,285	2,075	2,270	2,200	2,121
June	1,976	1,907	2,156	1,905	2,058
July	2,119	2,096	2,136	1,886	2,000
August	2,040	1,948	2,051	2,005	2,104
September	2,017	2,001	1,988	2,216	1,870
October	2,091	2,222	2,173	2,067	2,032
November	1,951	2,061	1,857	1,956	1,938
December	2,171	2,050	2,311	2,150	2,033
Total	24,485	23,947	24,701	24,211	23,761

MONTHLY TRAFFIC ACCIDENT HIGH AND LOW DAYS

CALENDAR YEAR 1980

MONTH	*HIGHEST DAY (ACCIDENTS)	*LOWEST DAY (ACCIDENTS)	DAILY AVERAGE
January	116	32	58
February	104	33	64
March	128	41	61
April	132	52	67
May	100	50	68
June	104	42	68
July	94	48	64
August	101	43	68
September	88	35	62
October	135	48	65
November	97	37	64
December	153	41	65

* Statistics represent raw accident data. Raw accident statistics differ slightly from finalized traffic accident data.

DISTRICT OF COLUMBIA HOLIDAY TRAFFIC ACCIDENTS

CALENDAR YEAR 1979

HOLIDAY	BEGINNING 6 P.M.	ENDING MIDNIGHT	HOURS	TRAFFIC FATALITIES	ALCOHOL DEATHS	*TRAFFIC ACCIDENTS
New Year's Day	Friday 12/29/78	Monday 01/01/79	78	2	2	317
George Washington's Birthday	Friday 02/16/79	Monday 02/19/79	78	0	0	166
Memorial Day	Friday 05/25/79	Monday 05/28/79	78	1	1	206
Independence Day	Tuesday 07/03/79	Wednesday 07/04/79	30	1	0	95
Labor Day	Friday 08/31/79	Monday 09/03/79	78	0	0	232
Columbus Day	Friday 10/05/79	Monday 10/08/79	78	1	0	210
Veterans Day	Friday 11/09/79	Sunday 11/11/79	54	0	0	226
Thanksgiving Day	Wednesday 11/21/79	Sunday 11/25/79	102	0	0	212
Christmas Day	Friday 12/21/79	Tuesday 12/25/79	102	1	1	336
			678	6	4	2,000

* Based on raw accident data.

Note: These accidents cover the entire holiday period. For information regarding accidents occurring on the holiday only, refer to the 1979 Annual Report in the traffic accidents by day of the month section.

SEX OF DRIVERS INVOLVED IN TRAFFIC ACCIDENTS

YEAR	FEMALE DRIVERS	% OF TOTAL	MALE DRIVERS	% OF TOTAL	*DRIVER SEX UNKNOWN	% OF TOTAL	TOTAL DRIVERS INVOLVED
1971	15,805	19.6	54,992	71.5	6,862	8.9	76,939
1972	15,617	20.4	53,990	70.5	6,950	9.1	76,557
1973	14,037	20.2	47,135	68.0	8,192	11.8	69,364
1974	8,443	18.6	28,732	63.2	8,303	18.2	45,478
1975	9,142	18.0	30,675	60.5	10,879	21.5	50,696
1976	8,870	18.0	29,027	58.9	11,398	23.1	49,295
1977	8,871	18.5	27,229	56.8	11,818	24.7	47,918
1978	8,962	18.1	27,835	56.2	12,768	25.8	49,565
1979	8,756	18.0	26,630	54.9	13,133	27.1	48,519
1980	8,665	18.2	25,835	54.3	13,065	27.5	47,565

AGE OF DRIVERS INVOLVED IN TRAFFIC ACCIDENTS

DRIVER AGE	1976	1977	1978	1979	1980
0 - 15 years	381	370	287	290	299
16 - 17 years	750	703	723	610	630
18 - 19 years	1,565	1,467	1,536	1,358	1,425
20 - 24 years	6,479	6,052	6,271	5,969	5,582
25 - 34 years	12,927	12,219	12,438	12,096	11,858
35 - 44 years	6,601	6,149	6,387	6,208	6,272
45 - 54 years	4,395	4,087	4,019	3,894	3,632
55 - 64 years	2,605	2,579	2,707	2,538	2,437
65 - 74 years	929	1,015	1,013	1,021	1,077
75 and over	234	221	242	259	258
*Unknown Age	12,429	13,056	13,942	14,276	14,095
Total	49,295	47,918	49,565	48,519	47,565

* Many of the unknown drivers were involved in Hit and Run Accidents.

DRIVER INVOLVEMENT IN TRAFFIC ACCIDENTS

CALENDAR YEARS 1972-1980

DRIVER'S RESIDENCE

YEAR	WASHINGTON, D.C.	PERCENT	MARYLAND	PERCENT	VIRGINIA	PERCENT	OTHER	PERCENT	*UNKNOWN	PERCENT
1972	48,393	56.7%	18,529	21.6%	5,795	7.5%	4,027	5.3%	8,811	9.9%
1973	37,768	54.4%	15,447	22.3%	5,352	7.7%	2,333	3.4%	8,404	12.2%
1974	24,616	49.5%	10,259	20.6%	3,541	7.1%	1,383	2.8%	9,879	19.9%
1975	23,946	47.2%	10,432	20.6%	3,527	6.9%	1,304	2.6%	11,487	22.7%
1976	21,298	43.2%	11,082	22.5%	3,574	7.2%	1,325	2.7%	12,016	24.4%
1977	19,884	41.5%	10,437	21.8%	3,575	7.5%	1,337	2.8%	12,685	26.4%
1978	19,641	39.6%	11,014	22.2%	3,713	7.5%	1,391	2.8%	13,806	27.9%
1979	19,195	39.6%	10,507	21.7%	3,425	7.1%	1,210	2.5%	14,179	29.2%
1980	18,597	39.1%	10,179	21.4%	3,616	7.6%	1,183	2.5%	13,990	29.4%

* Driver's residence not stated on accident report. Driver information on hit and run traffic accidents is generally unavailable.

STATISTICAL SUMMARY OF THE HIGHEST AND LOWEST YEARS FOR TRAFFIC STATISTICS

The below statistics represent the highs and lows for traffic accident statistics in the District of Columbia as compared with traffic accident and traffic safety statistics for Calendar Year 1980.

These statistics are based on the Calendar Year beginning 1969 to 1980.

CATEGORY	HIGHEST YEAR	LOWEST YEAR	1980
All Traffic Accidents	38,366 (1970)	23,761 (1980)	23,761
All Traffic Deaths	121 (1970)	46 (1980)	46
Pedestrian Deaths	59 (1970)	16 (1980)	16
Motor Vehicle Deaths	68 (1969)	20 (1978 1979)	26
Motorcycle Deaths	9 (1973)	1 (1980)	1
*Moped Deaths	1 (1980)	1 (1980)	1
Injury Accidents	9,949 (1971)	7,157 (1976)	8,854
Persons Injured	11,013 (1977)	9,227 (1974)	12,886
Pedestrians Injured	1,879 (1971)	1,142 (1977)	1,316

* The District of Columbia recorded its first moped fatality in history during Calendar Year 1980

The bulk of hit and run accidents are the result of a magnitude of circumstances, situations, and events.

An unknown but apparently significant number of operators of hit and run vehicles are believed to be persons driving under the influence of alcohol who strike parked autos during the early morning hours and flee the scene in their crippled autos or on foot to avoid detection. The Hit and Run Investigation Unit has received numerous false reports of stolen autos made by the owners of hit and run vehicles who have fled the scene of these accidents and who fear detection and apprehension.

Other situations that often result in hit and run accidents are:

(1) Operator not licensed to drive.
(2) Operator suspended or previously revoked.
(3) Operator panicked under stress situation.
(4) Operator violating traffic regulations prior to accident.
(5) Operator fearful of traffic citation or license restrictions.

PERCENTAGE OF HIT AND RUN ACCIDENTS

AS COMPARED TO ACCIDENTS WHERE

POLICE REPORTS WERE TAKEN

CALENDAR YEAR 1980

YEAR	HIT & RUN ACCIDENTS	ALL ACCIDENTS REPORTED TO POLICE	% HIT & RUN
1976	6,336	24,485	25.9%
1977	7,535	23,947	31.5%
1978	7,004	24,701	28.4%
1979	7,022	24,273	28.9%
1980	6,917	23,761	29.1%

TRAFFIC ACCIDENTS REPORTED ON ROADWAYS AND DESIGNATED AREAS WITHIN THE DISTRICT OF COLUMBIA UNDER THE JURISDICTION OF THE UNITED STATES PARK POLICE

CLASSIFICATION	1978	1979	1980
Motor Vehicle Accidents	-	-	-
Property Damage	1326	1227	1,180
Injury	267	217	219
Fatal	6	3	4
Total	1599	1447	1,403
TYPE OF ACCIDENT			
Motor Vehicle - Motor Vehicle	1327	1144	1,151
Motor Vehicle - Pedestrian	26	30	24
Motor Vehicle - Fixed Object	219	239	213
Other (Non-Collision)	27	34	15
Total	1599	1447	1,403

	1977	1978	1979	1980
Traffic Deaths	2	6	3	4
Traffic Accidents	1626	1599	1447	1,403

HIGH SPEED PURSUITS RESULTING IN TRAFFIC DEATHS WITHIN THE DISTRICT OF COLUMBIA

CALENDAR YEARS 1969-1980

The traffic deaths listed below represent traffic accidents involving law enforcement personnel in pursuit (usually at high speeds) of individuals attempting to flee from crime scenes, traffic violations, or other violations of the law. These statistics represent only those accidents resulting in a traffic death and limited to those pursuits where the death actually occurred in the District of Columbia. These statistics do not exclude those pursuits originating outside of the city and terminating within the city limits, if the pursuit resulted in a traffic death within the city.

DEATH NUMBER	DATE OF ACCIDENT	TIME OF ACCIDENT	LOCATION OF TRAFFIC ACCIDENT	JURISDICTION WHERE PURSUIT BEGAN	LAW ENFORCEMENT AGENCY IN PURSUIT	PERSONS INJURED	PERSONS KILLED
34	4-21-69	1:10 AM	Massachusetts Ave. & Observatory Circle, N.W.	Wash., D.C.	D.C. Police	0	1
119	11-29-69	4:30 PM	Delaware Ave. & D St., N.E.	Wash., D.C.	D.C. Police	0	1
24&27	2-16-70	5:40 PM	Georgia Ave. & Butternut St., N.W.	Montgomery County, Md.	Montgomery County Police	1	2
59	6-25-70	7:45 PM	16th & Q Sts., N.W.	Wash., D.C.	D.C. Police	0	1
4	1-08-72	7:40 PM	Park Pl. & Kenyon St., N.W.	Wash., D.C.	D.C. Police	0	1
64	10-21-74	10:25 PM	Route 295	Prince Georges County, Md.	Prince Georges County Police	0	1
57	9-29-75	7:25 PM	3rd & D Sts., N.W.	Wash., D.C.	D.C. Police	0	1
15	2-25-77	9:00 PM	Benning Rd., N.E.	Wash., D.C.	D.C. Police	0	1
46	10-11-77	7:30 PM	14th St. at Ohio Dr., S.W.	Alexandria, Va.	Alexandria City Police	0	1
3&4	3-01-79	5:35 PM	South Capitol St., S.E.	Wash., D.C.	D.C. Police & U.S. Park Police	0	2
23	7-09-79	3:58 PM	Rock Creek Parkway	Wash., D.C.	U.S. Park Police	0	1
29	8-07-80	8:55 PM	Florida Ave. & Porter St., N.E.	Wash., D.C.	D.C. Police	1	1

TRAFFIC FATALITY BREAKDOWN

BY MONTH AND YEAR

CALENDAR YEARS 1970-1980

* MONTHLY HIGHS AND LOWS

MONTH	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
January	/14/	(1)	11	5	7	5	6	8	2	2	3
February	/13/	10	5	10	5	6	9	7	(2)	(0)	2
March	10	3	4	/11/	7	(2)	3	4	5	9	(2)
April	/9/	/9/	7	7	7	4	6	6	(2)	(2)	3
May	7	/11/	4	5	7	5	7	(3)	(3)	4	7
June	8	/10/	/10/	5	5	9	(2)	3	4	5	/10/
July	8	8	3	7	4	/10/	3	6	5	5	(1)
August	/15/	8	11	4	6	9	5	(3)	9	6	(3)
September	8	/11/	5	5	10	7	(2)	5	6	4	4
October	5	/9/	4	(2)	7	5	9	3	3	4	(3)
November	/10/	8	5	5	8	6	7	4	5	(3)	6
December	/11/	5	4	7	5	6	(1)	6	5	6	2
Total	121	96	73	76	78	74	60	58	51	50	46
MONTHS(High)	6	5	1	1	0	1	1	0	0	0	1
MONTHS(Low)	0	1	0	1	0	1	3	2	3	2	4

( ) Represents year and month of recorded ten year low for traffic deaths.

/ / Represents year and month for recorded ten year high for traffic deaths.

* Based on month in which decedent died.

TRAFFIC FATALITY BREAKDOWN BY POLICE DISTRICT

CALENDAR YEAR 1980

POLICE DISTRICT	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
First	5	4	0	0	0	9
Second	4	4	1	1	0	10
Third	0	0	0	0	0	0
Fourth	2	5	0	0	0	7
Fifth	0	1	1	1	0	3
Sixth	2	3	0	0	0	5
Seventh	3	8	0	0	1	12
Total	16	25	2	2	1	46

CALENDAR YEAR 1979

POLICE DISTRICT	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
First	7	3	1	1	0	12
Second	6	7	0	0	0	13
Third	4	0	0	0	0	4
Fourth	3	2	1	0	0	6
Fifth	1	2	0	0	0	3
Sixth	1	3	0	0	0	4
Seventh	3	3	2	0	0	8
Total	25	20	4	1	0	50

TRAFFIC DEATH BREAKDOWN BY SPEED LIMIT AT LOCATION WHERE TRAFFIC DEATHS OCCURRED

TOTAL PERSONS KILLED

SPEED LIMIT (POSTED/NON-POSTED)

Year	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1975	0	55	17	2	2	76
1976	1	42	13	4	0	60
1977	1	41	11	4	1	58
1978	1	31	10	8	1	51
1979	0	37	6	7	0	50
1980	1	26	9	9	1	46

* MOTOR VEHICLE DEATHS

SPEED LIMIT (POSTED/NON-POSTED)

Year	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1975	0	16	9	3	1	29
1976	0	15	8	3	0	26
1977	0	17	6	3	0	26
1978	0	11	7	5	1	24
1979	0	17	3	4	0	24
1980	1	11	7	8	0	27

* Motor vehicle deaths and motorcycle deaths have been combined for this purpose.

TRAFFIC DEATH BREAKDOWN BY SPEED LIMIT AT LOCATION WHERE TRAFFIC DEATHS OCCURRED

PEDESTRIAN DEATHS

SPEED LIMIT (POSTED/NON-POSTED)

Year	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1975	0	33	5	0	0	38
1976	1	27	5	1	0	34
1977	1	21	5	1	1	29
1978	0	20	3	2	0	25
1979	0	18	4	3	0	25
1980	0	12	2	1	1	16

** BICYCLE DEATHS

SPEED LIMIT (POSTED/NON-POSTED)

Year	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1975	0	5	2	0	0	7
1976	0	0	0	0	0	0
1977	0	3	0	0	0	3
1978	1	0	0	1	0	2
1979	0	1	0	0	0	1
1980	0	3	0	0	0	3

** Includes one (1) reported moped deaths.

TOTAL TRAFFIC DEATHS - CALENDAR YEARS 1980
COMPARED TO CALENDAR YEAR 1979

BREAKDOWN BY POLICE DISTRICT

POLICE DISTRICT	CALENDAR YEAR 1979	CALENDAR YEAR 1980	DIFFERENCE	PERCENT CHANGE
First	12	9	- 3	- 25%
Second	13	10	- 3	- 23%
Third	4	0	- 4	-100%
Fourth	6	7	+ 1	+ 17%
Fifth	3	3	0	0
Sixth	4	5	+ 1	+ 25%
Seventh	8	12	+ 4	+ 50%
Total	50	46	- 4	- 8%

AGE GROUP BREAKDOWN OF TRAFFIC DEATHS IN THE DISTRICT OF COLUMBIA

CALENDAR YEAR 1980

AGE GROUPING	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	*MOPED DEATHS	TOTAL DEATHS
0- 5	1					1
6-10						0
11-15		2		1		3
16-17					1	1
18-19		3				3
20-24	1	3	1	1		6
25-34	1	5	1			7
35-44	3	4				7
45-54		3				3
55-64	2	1				3
65-74	1	2				3
75-Older	7	2				9
Total	16	25	2	2	1	46

CALENDAR YEAR 1979

AGE GROUPING	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	*MOPED DEATHS	TOTAL DEATHS
0- 5	4					4
6-10	3					3
11-15						0
16-17	1	1				2
18-19		1				1
20-24		4	2			6
25-34	1	4	2			7
35-44	3	3				6
45-54	3	1				4
55-64	2	2				4
65-74	2	2				4
75-Older	6	2		1		9
Total	25	20	4	1	0	50

* During calendar year 1980, the first moped death occurred in the District of Columbia.

TRAFFIC FATALITY BREAKDOWN BY POLICE DISTRICT

CALENDAR YEAR 1980

POLICE DISTRICT	PEDESTRIAN DEATHS	MOTORVEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
First	5	4	0	0	0	9
Second	4	4	1	1	0	10
Third	0	0	0	0	0	0
Fourth	2	5	0	0	0	7
Fifth	0	1	1	1	0	3
Sixth	2	3	0	0	0	5
Seventh	3	8	0	0	1	12
Total	16	25	2	2	1	46

CALENDAR YEAR 1979

POLICE DISTRICT	PEDESTRIAN DEATHS	MOTORVEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
First	7	3	1	1	0	12
Second	6	7	0	0	0	13
Third	4	0	0	0	0	4
Fourth	3	2	1	0	0	6
Fifth	1	2	0	0	0	3
Sixth	1	3	0	0	0	4
Seventh	3	3	2	0	0	8
Total	25	20	4	1	0	50

TRAFFIC FATALITY BREAKDOWN BY POLICE DISTRICT - FIVE YEAR COMPARISON

CALENDAR YEARS 1976 - 1980

TOTAL TRAFFIC DEATHS

POLICE DISTRICT	1976	1977	1978	1979	1980	FIVE-YEAR AVERAGE
First	10	4	6	12	9	8
Second	11	7	19	13	10	12
Third	3	3	1	4	0	2
Fourth	3	12	7	6	7	7
Fifth*	11	15	7	3	3	8
Sixth	7	8	4	4	5	6
Seventh	15	9	7	8	12	10
Total	60	58	51	50	46	53

PEDESTRIAN TRAFFIC DEATHS

POLICE DISTRICT	1976	1977	1978	1979	1980	FIVE-YEAR AVERAGE
First	7	2	4	7	5	5
Second	4	4	6	6	4	5
Third	1	0	1	4	0	1
Fourth	2	6	4	3	2	3
Fifth*	8	6	4	1	0	4
Sixth	4	7	1	1	2	3
Seventh	8	4	4	3	3	4
Total	34	29	24	25	16	25

* The Fifth Police District has recorded a significant reduction in traffic deaths over the last five years.

MOTOR VEHICLE DEATHS (EXCLUDING MOTORCYCLES)

POLICE DISTRICT	1976	1977	1978	1979	1980	FIVE-YEAR AVERAGE
First	3	1	2	3	4	3
Second	5	2	12	7	4	6
Third	2	1	0	0	0	1
Fourth	1	5	2	2	5	3
Fifth	3	8	1	2	1	3
Sixth	3	1	1	3	3	2
Seventh	5	4	2	3	8	4
Total	22	22	20	20	25	22

MOTORCYCLE DEATHS

POLICE DISTRICT	1976	1977	1978	1979	1980	FIVE-YEAR AVERAGE
First	0	1	0	1	0	0
Second	2	0	1	0	1	1
Third	0	1	0	0	0	0
Fourth	0	1	1	1	0	1
Fifth	0	0	2	0	1	1
Sixth	0	0	0	0	0	0
Seventh	2	1	1	2	0	1
Total	4	4	5	4	2	4

* BICYCLE DEATHS

POLICE DISTRICT	1976	1977	1978	1979	1980
First	0	0	0	1	0
Second	0	1	0	0	1
Third	0	1	0	0	0
Fourth	0	0	0	0	0
Fifth	0	1	0	0	1
Sixth	0	0	2	0	0
Seventh	0	0	0	0	0
Total	0	3	2	1	2

* Five - year averages for bicycle deaths were not calculated since most averages were less than one.

The District of Columbia recorded it first Moped Traffic Death in 1980. This Moped Death brings the total number of deaths in 1980 to 46.

TRAFFIC DEATH BREAKDOWN FOR CALENDAR

YEARS 1975 - 1980

1980

Total Traffic Deaths : 46

Type	Traffic Deaths	Percent	Change from Previous Year
Pedestrian	16	34.8	- 36.0%
Vehicle	25	54.4	+ 25.0%
Motorcycle	2	4.3	- 50.0%
Bicycle	2	4.3	+ 100.0%
Moped	1	2.2	+ 100.0%
Total	46	100.0%	

1979

Total Traffic Deaths : 50

Type	Traffic Deaths	Percent	Change from Previous Year
Pedestrian	25	50.0	+ 4.17%
Vehicle	20	40.0%	No Change
Motorcycle	4	8.0	- 20.0%
Bicycle	1	2.0	- 100.0%
Total	50	100.0%	

1978

Total Traffic Deaths : 51

Type	Traffic Deaths	Percent	Change from Previous Year
Pedestrian	24	47.1%	- 17.2%
Vehicle	20	39.2%	- 9.1%
Motorcycle	5	9.8	+ 25.0%
Bicycle	2	3.9	- 33.0%
Total	51	100.0%	

1977

Total Traffic Deaths : 58

Type	Traffic Deaths	Percent	Change from Previous Year
Pedestrian	29	50.0	- 14.7%
Vehicle	22	37.9	No Change
Motorcycle	4	6.9	No Change
Bicycle	3	5.2	+ 100.0
Total	58	100.0%	

1976

Total Traffic Deaths : 60

Type	Traffic Deaths	Percent	Change from Previous Year
Pedestrian	34	56.7	- 10.5%
Vehicle	22	36.7	No Change
Motorcycle	4	6.6	- 42.9%
Bicycle	0	0	- 100.0
Total	60	100.0%	

1975

Total Traffic Deaths : 74

Type	Traffic Deaths	Percent	Change from Previous Year
Pedestrian	38	51.3	+ 8.6%
Vehicle	22	29.7	- 31.2%
Motorcycle	7	9.5	- 22.2%
Bicycle	7	9.5	+ 250.0%
Total	74	100.0%	

PEDESTRIAN TRAFFIC ACCIDENTS AND TRAFFIC DEATHS FOR CALENDAR YEARS 1975-1980

YEAR	TOTAL PEDESTRIAN ACCIDENTS	TOTAL PEDESTRIAN INJURY ACCIDENTS	TOTAL PEDESTRIAN KILLED
1975	1,483	1,383	38
1976	1,340	1,220	34
1977	1,392	1,095	29
1978	1,259	1,125	24
1979	1,299	1,238	25
1980	1,306	1,265	16

PEDESTRIAN ACCIDENT STATISTICS COMPARED TO TOTAL TRAFFIC ACCIDENTS

YEAR	TOTAL PEDESTRIAN ACCIDENTS	TOTAL TRAFFIC ACCIDENTS	% OF TOTAL (PEDESTRIAN)	TOTAL PEDESTRIAN INJURY ACCIDENTS	TOTAL INJURY ACCIDENTS	% OF TOTAL (PEDESTRIANS)
1975	1,483	25,300	5.9%	1,383	7,387	18.7%
1976	1,340	24,485	5.5%	1,220	7,227	16.9%
1977	1,392	23,947	5.8%	1,095	7,739	14.2%
1978	1,259	24,701	5.1%	1,125	7,157	15.7%
1979	1,299	24,210	5.4%	1,238	8,932	13.9%
1980	1,306	23,761	5.5%	1,265	8,811	14.4%

STATISTICAL BREAKDOWN OF JUVENILE

PEDESTRIAN TRAFFIC DEATHS FOR

CALENDAR YEARS 1969-1980

Juvenile pedestrians accounted for 6% of all pedestrians killed in 1980. This juvenile pedestrian was elementary school age, which is between the age of five (5) to eleven (11) years of age.

YEAR	INFANT-4 YEARS PRESCH.	%OF TOT JUV.PED. DEATHS	AGE 5-11 YEARS ELEMENT.	% OF TOT. JUV. PED. DEATHS	AGE 12-14 JR. HIGH	% OF TOT. JUV. PED. DEATHS	AGE 15-17 SR. HIGH	%OF TOT. JUV. PED. DEATHS	AGE 18-19 NON-SCHOOL	% OF TOT. JUV. PED. DEATHS	TOT. JUV. PEDESTRIAN DEATHS
1969	4	28.6%	9	64.3%	1	7.1%	0	.0%	0	.0%	14
1970	4	28.6%	6	42.9%	2	14.3%	0	.0%	2	14.3%	14
1971	3	27.3%	8	72.7%	0	.0%	0	.0%	0	.0%	11
1972	1	9.1%	7	63.6%	1	9.1%	0	.0%	2	18.2%	11
1973	2	20.0%	6	60.0%	2	20.0%	0	.0%	0	.0%	10
1974	2	14.3%	10	71.4%	0	.0%	1	7.1%	1	7.1%	14
1975	4	33.3%	6	50.0%	0	.0%	1	8.3%	1	8.3%	12
1976	1	8.3%	8	66.6%	1	8.3%	1	8.3%	1	8.3%	12
1977	2	20.0%	5	50.0%	3	30.0%	0	.0%	0	.0%	10
1978	1	14.3%	5	71.4%	1	14.3%	0	.0%	0	.0%	7
1979	2	25.8%	5	62.5%	0	.0%	1	12.5%	0	.0%	8
1980	0	.0%	1	100.0%	0	.0%	0	.0%	0	.0%	1

BICYCLE TRAFFIC ACCIDENTS

YEAR	TOTAL BICYCLE ACCIDENTS	TOTAL TRAFFIC ACCIDENTS	BICYCLE ACCIDENT PERCENTAGE
1974	346	24,809	1.4%
1975	315	25,300	1.2%
1976	638	24,485	2.6%
1977	610	23,947	2.5%
1978	587	24,701	2.4%
1979	508	24,210	2.1%
1980	532	23,761	2.2%

PERCENTAGE OF BICYCLE FATALITIES COMPARED TO TOTAL FATALITIES

YEAR	BICYCLE DEATHS	TOTAL TRAFFIC DEATHS	PERCENT
1971	2	96	2.1%
1972	1	73	1.4%
1973	4	76	5.3%
1974	2	78	2.6%
1975	7	74	9.5%
1976	0	60	.0%
1977	3	58	5.2%
1978	2	51	3.9%
1979	1	50	2.0%
1980	2	46	4.3%

*AGE GROUP BREAKDOWN OF PERSONS OPERATING MOTOR VEHICLES BEING PURSUED BY POLICE PERSONNEL

CALENDAR YEARS 1969-1980

AGE	**TOTAL OPERATORS
0-5 Years	0
6-10 Years	0
11-15 Years	0
16-17 Years	2
18-19 Years	2
20-24 Years	3
25-34 Years	4
35-44 Years	0
45-54 Years	1
55-64 Years	0
65-74 Years	0
75 Years and older	0
Total	12

* Represents only those pursuits where the pursuit actually resulted in a traffic death.

** Age of those persons actually operating the vehicle being pursued by law enforcement personnel.

FATAL TRAFFIC ACCIDENTS THAT RESULT IN MULTIPLE TRAFFIC DEATHS IN THE DISTRICT OF COLUMBIA

CALENDAR YEARS 1959-1980

Some traffic accidents result in the deaths of two (2) or more persons. These multiple-death fatal accidents have declined in the District of Columbia over the years since traffic deaths were at their highest in 1967.

In the District of Columbia, records reflect that the city's worst fatal accident resulting in multiple-deaths occurred on February 18, 1976. In this particular fatal accident a total of five (5) persons were killed. The deaths included two (2) occupants of a runaway tractor-trailer and three (3) occupants of an apartment dwelling who were killed when the truck plowed into the building at the intersection of Minnesota Avenue and Naylor Road, S.E.

CALENDAR YEAR	FATAL ACCIDENTS WITH MULTIPLE DEATHS	ALL PERSONS KILLED IN FATAL ACCIDENTS WITH MULTIPLE DEATHS	NUMBER OF PERSONS KILLED IN SINGLE WORST ACCIDENTS WITH MULTIPLE DEATHS
1959	1	2	2
1960	3	8	4
1961	1	2	2
1962	3	6	2
1963	4	8	2
1964	2	5	3
1965	8	18	4
1966	3	6	2
*1967	13	28	3
1968	6	12	2
1969	9	18	2
1970	7	18	4
1971	5	11	3
1972	1	3	3
1973	4	10	3
1974	3	6	2
1975	0	0	0
1976	1	5	5
1977	0	0	0
1978	2	4	2
1979	2	4	2
1980	2	5	3

* Peak Year 1967

TRAFFIC FATALITY STATISTICS FOR WASHINGTON, D.C. AND COMPARABLE CITIES WITH A POPULATION BETWEEN 500,000 AND 80?,000 (CITY POP.)

ALL TRAFFIC DEATHS 1980

CITY	*POPULATION	SQUARE MILEAGE (LAND AREA)	TOTAL TRAFFIC DEATHS
Phoenix, Arizona	681,355	276.6	174
San Antonio, Texas	798,195	184.0	158
Jacksonville, Florida	534,614	766.0	120
Indianapolis, Indiana	704,045	379.4	107
Memphis, Tennessee	663,769	280.9	118
Cleveland, Ohio	594,529	75.9	112
San Francisco, California	649,315	46.6	86
San Jose, California	592,773	150	102
New Orleans, Louisiana	556,428	197.1	71
Baltimore, Maryland	791,857	78.3	66
Columbus, Ohio	524,304	174.1	83
St. Louis, Missouri	504,492	61.2	65
Milwaukee, Wisconsin	633,220	95.0	55
Washington, D.C.	702,000	68	46
Boston, Massachusetts	641,071	46.0	55
Honolulu, Hawaii	705,381	604	50

*1978 population estimates.

PEDESTRIAN TRAFFIC ACCIDENTS REPORTED TO POLICE DEPARTMENTS OF CITIES COMPARABLE TO WASHINGTON, D.C. DURING CALENDAR YEAR 1980

Guidelines and criteria for investigating and reporting traffic accidents vary in many cities therefore, the ranking of the above cities is insignificant.

CITY	*PEDESTRIAN DEATHS	PEDESTRIANS INJURED	PEDESTRIAN ACCIDENTS
San Francisco, California	31	1,371	1,355
Washington, D.C.	16	1,375	1,326
St. Louis, Missouri	19	804	824
Memphis, Tennessee	23	**	**
Honolulu, Hawaii	36	1,274	637
San Antonio, Texas	43	527	570
Columbus, Ohio	21	542	543
Phoenix, Arizona	48	**	**
Jacksonville, Florida	38	426	472
Indianapolis, Indiana	9	395	395
Seattle, Washington	9	444	430

* Does not include deaths where decedent died beyond 30 days from the date of the accident.

** Information not available.

TRAFFIC FATALITY STATISTICS FOR WASHINGTON, D.C. AND COMPARABLE CITIES WITH A POPULATION BETWEEN 500,000 AND 800,000 (CITY POP.)

*TRAFFIC DEATHS 1980

CITY	PEDESTRIAN	MOTOR VEHICLE	MOTORCYCLE	PEDALCYCLIST	TOTAL
Phoenix, Arizona	48	83	29	8	168
Jacksonville, Flordia	38	79	7	6	130
San Antonio, Texas	43	102	9	5	159
Indianapolis, IND	9	40	10	3	62
Seattle, Washington	9	48	0	0	57
Memphis, Tennessee	23	89	8	1	121
Denver, Colorado	36	34	3	0	73
San Francisco, CAL	31	25	11	2	69
Columbus, Ohio	21	47	10	5	83
St. Louis, MO	19	39	6	1	65
Honolulu, Hawaii	36	71	6	1	114
Washington, D.C.	16	23	2	2	44

* Does not include deaths where decedent died beyond 30 days from the date of the accident.

LEAVING AFTER COLLIDING TRAFFIC ACCIDENT STATISTICS OF SELECT

COMPARABLE CITIES SHOWING TOTAL HIT AND RUN ACCIDENTS REPORTED

POLICE REPORTS WERE TAKEN

CALENDAR YEAR 1980

CITY	TOTAL HIT & RUN ACCIDENTS REPORTED	TOTAL ACCIDENT WHERE POLICE TOOK REPORTS	% OF TOTAL ACCIDENTS THAT WERE HIT & RUN
San Jose, California	5,380	19,233	28%
Jacksonville, Florida	987	25,034	4%
San Francisco, California	7,249	18,281	40%
Memphis, Tennessee	5,736	38,278	15%
San Antonio, Texas	7,072	34,387	20%
Washington, D. C.	6,917	23,761	29%
Columbus, Ohio	8,111	26,491	30%
Indianapolis, Indiana	4,244	12,726	33%
Phoenix, Arizona	5,684	28,129	20%

TRAFFIC FATALITY STATISTICS FOR WASHINGTON, D.C. AND COMPARABLE CITIES WITH A POPULATION BETWEEN 500,000 AND 800,000 (CITY POP.)

ALL TRAFFIC DEATHS 1979

CITY	*POPULATION	SQUARE MILEAGE (LAND AREA)	*TOTAL TRAFFIC DEATHS
Phoenix, Arizona	681,355	276.6	196
Jacksonville, Florida	534,614	766.0	138
San Antonio, Texas	798,195	184.0	127
Indianapolis, Indiana	704,045	379.4	123
Cleveland, Ohio	594,529	75.9	116
San Jose, California	592,773	150.0	115
Memphis, Tennessee	663,769	280.89	109
New Orleans, Louisiana	556,428	197.1	88
San Francisco, California	649,315	46.6	80
Columbus, Ohio	524,304	174.1	72
Boston Massachusetts	597,254	46.0	64
Baltimore, Maryland	791,857	78.3	63
St. Louis, Missouri	504,492	61.2	60
Milwaukee, Wisconsin	633,220	95.0	58
Honolulu, Hawaii	722,689	604.0	50
Washington, D.C.	671,001	68.0	45

*1978 population estimates.

** Does not include deaths where decedent died beyond 30 days from the date of the accident.

TRAFFIC ENFORCEMENT STATISTICS OF POLICE DEPARTMENTS OF CITIES COMPARABLE TO THE DISTRICT OF COLUMBIA FOR 1980

The statistics below represent the number of traffic citations issued by municipal police departments of each city.

CITY	PARKING CITATIONS	MOVING CITATIONS	PEDESTRIAN CITATIONS	TOTAL CITATIONS
San Francisco, California	2,192,712	92,680	1,472	2,286,864
Washington, D. C.	731,807	213,500	21,711	967,018
Phoenix, Arizona	258,730	260,440	*	519,170
St. Louis, Missouri	303,314	56,668	4,296	364,278
San Antonio, Texas	128,348	119,154	100	247,602
Memphis, Tennessee	365,000	292,000	0	657,000
Honolulu, Hawaii	151,869	129,691	627	282,187
Columbus, Ohio	145,923	98,087	4,156	248,166
Indianapolis, Indiana	71,865	46,052	*	117,917
Jacksonville, Florida	95,611	103,989	0	199,600

* Statistical data not available.

IV

TRAFFIC ENFORCEMENT IN THE DISTRICT OF COLUMBIA

COMPARISON OF NOTICE OF INFRACTION CITATIONS ISSUED BY MONTH FOR CALENDAR YEARS 1979 AND 1980

PARKING

MONTH	1980	1979	DIFFERENCE	PERCENT CHANGE
January	60,006	66,798	- 6,792	- 9.5%
February	61,981	29,709	+ 32,272	+ 108.6%
March	69,224	67,518	+ 1,706	+ 2.5%
April	75,502	75,431	+ 71	+ .1%
May	63,733	74,449	- 10,716	- 14.4%
June	68,272	68,157	+ 115	+ 0.2%
July	59,063	60,174	- 1,111	- 1.8%
August	52,080	60,117	- 8,037	- 13.4%
September	59,333	57,995	+ 1,338	+ 2.3%
October	56,848	67,761	- 10,913	- 16.1%
November	49,535	60,547	- 11,012	- 18.2%
December	56,230	57,325	- 1,095	- 1.9%
Total	731,807	745,981	- 14,174	- 1.9%

MOVING AND WARNING

MONTH	1980	1979	DIFFERENCE	PERCENT CHANGE
January	15,331	16,482	- 1,151	- 7.0%
February	15,436	10,267	+ 5,169	+ 50.3%
March	16,448	15,145	+ 1,303	+ 8.6%
April	18,164	18,039	+ 125	+ 0.7%
May	17,005	18,857	- 1,852	- 9.8%
June	20,852	16,666	+ 4,186	+ 25.1%
July	19,452	17,161	+ 2,291	+ 13.4%
August	17,225	17,659	- 434	- 2.6%
September	19,701	17,395	+ 2,306	+ 13.3%
October	19,274	18,581	+ 693	+ 3.7%
November	16,843	14,740	+ 2,103	+ 14.3%
December	17,769	13,999	+ 3,770	+ 26.9%
Total	213,500	194,991	+ 18,509	+ 9.5%

PEDESTRIAN

MONTH	1980	1979	DIFFERENCE	PERCENT CHANGE
January	2,167	2,200	- 33	- 1.5%
February	2,049	604	+ 1,475	+ 239.2%
March	1,987	2,418	- 431	- 17.8%
April	2,206	2,271	- 65	- 2.9%
May	1,879	2,513	- 634	- 22.2%
June	2,298	2,862	- 564	- 19.7%
July	1,990	3,041	- 1,051	- 34.6%
August	2,792	2,071	+ 721	+ 34.6%
September	1,666	1,547	+ 119	+ 7.7%
October	445	1,964	- 1,519	- 77.3%
November	650	1,450	- 800	- 55.2%
December	1,582	2,065	- 483	- 23.4%
Total	21,711	25,006	- 3,295	- 13.2%

COMPARISON OF NOTICE OF INFRACTION CITATIONS ISSUED BY METROPOLITAN POLICE DEPARTMENT UNITS FOR CALENDAR YEARS 1979 AND 1980

PARKING

POLICE UNIT	1980	1979	DIFFERENCE	PERCENT CHANGE
First District	95,017	124,042	- 29,025	- 23.4%
Second District	254,598	275,269	- 20,671	- 7.5%
Third District	76,885	82,237	- 5,352	- 6.5%
*Fourth District	114,345	73,847	+ 40,498	+ 54.8%
Fifth District	52,147	43,129	+ 9,018	+ 20.9%
Sixth District	23,314	10,810	+ 12,504	+ 115.7%
Seventh District	27,026	37,197	- 10,171	- 27.3%
Traffic/S.O.D.	88,475	99,408	- 10,933	- 11.0%
Total	731,807	745,981	- 14,174	- 1.9%

* The Fourth District shows the largest increase in parking citations issued in 1980 compared to 1979.

MOVING AND WARNING

POLICE UNIT	1980	1979	DIFFERENCE	PERCENT CHANGE
First District	27,461	30,411	- 2,950	- 9.7%
Second District	30,105	31,934	- 1,829	- 5.7%
Third District	11,617	10,231	+ 1,386	+ 13.5%
Fourth District	25,597	23,556	+ 2,041	+ 8.7%
Fifth District	17,064	17,705	- 641	- 3.6%
Sixth District	11,422	10,467	+ 955	+ 9.1%
Seventh District	14,679	20,654	- 5,975	- 28.9%
Traffic/S.O.D.	75,555	50,033	+ 25,522	+ 51.0%
Total	213,500	194,991	+ 18,509	+ 9.5%

PEDESTRIAN

POLICE UNIT	1980	1979	DIFFERENCE	PERCENT CHANGE
First District	1,017	1,494	- 477	- 31.9%
Second District	2,171	1,819	+ 352	+ 19.4%
Third District	830	1,430	- 600	- 42.0%
Fourth District	571	540	+ 31	+ 5.7%
Fifth District	17	36	- 19	- 52.8%
Sixth District	35	219	- 184	- 84.0%
Seventh District	21	43	- 22	- 51.2%
Traffic/S.O.D.	17,049	19,425	- 2,376	- 12.3%
Total	21,711	25,006	- 3,295	- 13.2%

TRAFFIC VIOLATION CITATIONS ISSUED BY MEMBERS OF THE METROPOLITAN POLICE DEPARTMENT DURING CALENDAR YEARS 1975 THROUGH 1980

TRAFFIC VIOLATION CITATION BREAKDOWN BY POLICE DEPARTMENT

1980

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	21,328	6,133	95,017	1,017
Second	22,105	8,000	254,598	2,171
Third	9,468	2,149	76,885	830
Fourth	25,441	156	114,345	571
Fifth	14,406	2,658	52,147	17
Sixth	11,422	0	23,314	35
Seventh	12,618	2,061	27,026	21
Traffic/SOD	63,666	11,889	88,475	17,049
Total	180,454	33,046	731,807	21,711

1979

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	23,610	6,801	124,042	1,494
Second	22,292	9,099	275,311	1,819
Third	8,250	1,981	82,237	1,430
Fourth	23,443	113	73,847	540
Fifth	15,273	2,432	43,129	36
Sixth	10,413	54	10,810	219
Seventh	16,697	3,957	37,197	43
Traffic/SOD	41,549	9,027	99,408	19,425
Total	161,527	33,464	745,981	25,006

1978

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	18,201	6,461	265,202	2,632
Second	18,730	12,570	490,269	1,654
Third	9,104	3,024	161,553	835
Fourth	24,288	4,767	101,233	773
Fifth	15,173	4,298	61,183	253
Sixth	11,188	2,413	13,510	734
Seventh	18,674	5,605	39,537	66
Traffic/SOD	40,886	12,571	136,189	14,950
Total	156,224	51,709	1,268,676	21,897

TRAFFIC VIOLATION CITATION BREAKDOWN BY POLICE DISTRICT CONTINUED

1977

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	18,080	7,104	245,933	1,732
Second	19,813	13,713	458,686	753
Third	10,834	3,539	146,128	2,308
Fourth	24,849	4,449	107,196	83
Fifth	13,175	4,533	50,883	246
Sixth	12,566	2,869	15,976	54
Seventh	20,838	6,391	52,805	88
Traffic	37,226	8,907	92,982	1,610
S.O.D.	1,636	645	10,354	101
Total	159,017	52,150	1,180,943	6,975

1976

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	12,169	4,975	200,812	2,985
Second	17,451	13,575	473,523	529
Third	9,469	2,698	152,106	1,160
Fourth	13,968	4,023	105,659	73
Fifth	10,074	3,307	42,468	45
Sixth	13,316	2,711	20,410	44
Seventh	17,692	6,177	53,466	42
Traffic	35,857	9,081	351,960	1,208
S.O.D.	2,959	1,359	37,425	128
Total	132,955	47,906	1,437,829	6,214

1975

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	10,198	3,938	208,365	373
Second	15,982	13,287	457,893	335
Third	8,783	2,511	122,089	658
Fourth	13,595	5,900	116,598	109
Fifth	9,818	2,786	46,505	65
Sixth	13,796	5,571	22,678	30
Seventh	8,661	3,848	35,891	29
Traffic	30,936	8,019	514,677	1,229
S.O.D.	6,244	1,779	11,861	98
Total	118,013	47,639	1,536,557	2,926

TRAFFIC VIOLATION CITATIONS ISSUED BY METROPOLITAN POLICE DEPARTMENT UNITS FOR CALENDAR YEARS 1975-1980

PARKING

MONTH	1975	1976	1977	1978	1979	1980
JANUARY	117,656	115,773	95,999	76,067	66,798	60,006
FEBRUARY	110,505	147,565	105,633	93,185	29,709	61,981
MARCH	112,380	140,099	111,952	123,884	67,518	69,224
APRIL	133,849	136,916	102,892	135,832	75,431	75,502
MAY	132,972	128,061	108,376	122,340	74,449	63,733
JUNE	100,865	134,404	110,924	118,536	68,157	68,272
JULY	156,657	107,597	93,644	96,124	60,174	59,063
AUGUST	132,251	114,269	103,351	112,830	60,117	52,080
SEPTEMBER	143,525	120,605	100,508	114,725	57,995	59,333
OCTOBER	132,070	98,403	90,326	110,277	67,671	56,848
NOVEMBER	143,909	97,213	75,479	84,061	60,547	49,535
DECEMBER	119,918	96,924	81,859	80,815	57,325	56,230
TOTAL	1,536,557	1,437,829	1,180,943	1,268,676	745,981	731,807

PEDESTRIAN

MONTH	1975	1976	1977	1978	1979	1980
JANUARY	98	189	467	667	2,200	2,167
FEBRUARY	92	174	531	1,301	604	2,049
MARCH	125	157	624	1,866	2,418	1,987
APRIL	252	271	470	2,161	2,271	2,206
MAY	201	190	1,036	1,775	2,513	1,879
JUNE	211	473	1,373	1,926	2,862	2,298
JULY	436	415	513	1,872	3,041	1,990
AUGUST	535	223	632	2,610	2,071	2,792
SEPTEMBER	344	1,381	556	2,301	1,547	1,666
OCTOBER	222	1,515	267	1,784	1,964	445
NOVEMBER	235	747	262	1,121	1,450	650
DECEMBER	175	479	244	2,513	2,065	1,582
TOTAL	2,926	6,214	6,975	21,897	25,006	21,711

TRAFFIC VIOLATIONS BREAKDOWN BY MONTH CONTINUED

MOVING

MONTH	1975	1976	1977	1978	1979	1980
JANUARY	9,441	10,127	10,474	11,069	12,657	11,734
FEBRUARY	8,567	10,549	12,628	11,755	8,952	13,211
MARCH	9,144	11,169	14,728	12,610	12,712	14,189
APRIL	9,998	11,330	13,952	14,270	15,163	15,378
MAY	10,051	9,868	13,306	13,538	15,678	14,508
JUNE	9,884	11,042	14,020	12,450	13,933	18,045
JULY	11,108	10,924	14,083	12,459	14,349	16,418
AUGUST	10,786	11,744	14,359	12,832	14,493	15,021
SEPTEMBER	9,996	11,213	13,957	14,600	14,268	16,334
OCTOBER	9,506	11,194	12,858	14,514	15,299	16,262
NOVEMBER	10,050	12,073	12,701	13,455	12,166	14,312
DECEMBER	9,482	11,722	11,951	12,672	11,857	15,042
TOTAL	118,013	132,955	159,017	156,224	161,527	180,454

*WARNING

MONTH	1975	1976	1977	1978	1979	1980
JANUARY	3,298	3,472	3,226	3,930	3,825	3,597
FEBRUARY	3,341	4,101	4,274	3,959	1,315	2,225
MARCH	4,105	4,413	5,051	4,429	2,433	2,259
APRIL	4,295	4,284	4,900	4,850	2,876	2,786
MAY	4,452	3,707	4,551	3,246	3,179	2,497
JUNE	4,523	4,351	4,971	5,116	2,733	2,807
JULY	4,666	4,154	3,356	4,345	2,812	3,034
AUGUST	4,368	4,456	4,839	4,564	3,166	2,204
SEPTEMBER	3,640	4,174	4,801	4,723	3,127	3,367
OCTOBER	3,726	4,422	4,155	5,105	3,282	3,012
NOVEMBER	3,869	2,347	3,851	2,715	2,574	2,531
DECEMBER	3,356	4,025	4,175	4,727	2,142	2,727
TOTAL	47,639	47,906	52,150	51,709	33,464	33,046

* Issuance of Warning Traffic Citation authorized in late 1974.

TOTAL TRAFFIC CITATIONS ISSUED BY UNITS OF THE METROPOLITAN POLICE DEPARTMENT WITH PERCENTAGE BREAKDOWNS FOR CALENDAR YEARS 1970-1980

CALENDAR YEAR	PARKING	PERCENT OF TOTAL	MOVING	PERCENT OF TOTAL	WARNING*	PERCENT OF TOTAL	PEDESTRIAN	PERCENT OF TOTAL	TOTAL CITATIONS
1970	946,709	85.3%	155,171	14.0%	N/A	-	7,577	.7%	1,109,457
1971	1,032,527	84.1%	188,362	15.3%	N/A	-	7,239	.6%	1,228,128
1972	1,011,242	80.6%	227,826	18.2%	N/A	-	15,373	1.2%	1,254,441
1973	1,210,649	84.8%	207,986	14.6%	N/A	-	9,655	.7%	1,428,290
1974	1,235,764	88.5%	143,110	10.2%	16,719	1.2%	1,274	.1%	1,396,867
1975	1,536,557	90.1%	118,013	6.9%	47,639	2.8%	2,926	.2%	1,705,135
1976	1,437,829	88.5%	132,955	8.2%	47,906	2.9%	6,214	.4%	1,624,904
1977	1,180,943	84.4%	159,017	11.4%	52,150	3.7%	6,975	.5%	1,399,085
1978	1,268,676	84.7%	156,224	10.4%	51,709	3.5%	21,897	1.5%	1,498,506
1979	745,981	77.2%	161,527	16.8%	33,464	3.4%	25,006	2.6%	965,978
1980	731,807	75.7%	180,454	18.6%	33,046	3.4%	21,711	2.2%	967,018

*Warning citation issuance authorized in August, 1974.

D.C. DEPARTMENT OF TRANSPORTATION
BUREAU OF PARKING ENFORCEMENT
STATISTICAL REPORT FOR CALENDAR YEAR 1980

The Bureau of Parking, D.C. Department of Transportation is comprised of fifty (50) "Parking Control Aids". Their duties are to enforce traffic regulations that pertain to parking in designated areas of the city.

These fifty (50) parking control aids issued on an average, 5,000 parking citations daily. The total number of citations issued by the parking control aids in 1980 was 1,064,949 or an average of 88,745 citations issued monthly.

The Parking Enforcement Bureau towed 46,000 illegally parked vehicles with the assistance of fifteen (15) cranes in 1980.

MONTHLY BREAKDOWN OF PARKING CITATIONS ISSUED BY THE PARKING ENFORCEMENT BUREAU, D.C. DEPARTMENT OF TRANSPORTATION

CALENDAR YEAR 1980

MONTH	PARKING CITATIONS ISSUED
January	84,123
February	88,416
March	97,375
April	103,714
May	93,978
June	91,937
July	89,978
August	89,111
September	89,562
October	86,713
November	72,623
December	77,419
Total	1,064,949

PARKING TRAFFIC CITATIONS ISSUED BY LAW ENFORCEMENT AGENCIES WITHIN THE DISTRICT OF COLUMBIA FOR CALENDAR YEARS 1979 & 1980

Name of Agency	1979	1980	Difference	%Change
Metropolitan Police Department	745,981	731,807	- 14,174	- 2%
*U.S. Park Police (D.C. Only)	*	*	-	-
U.S. Capitol Police	4,102	4,555	+ 453	+ 11%
D.C. Dept. of Transportation Parking Enforcement Unit	913,149	1,064,949	+151,800	+ 17%
U.S. Government Printing Office Police	257	143	- 114	- 44%
Federal Protective Service (GSA)	9,697	17,118	+ 7,521	+ 78%
Library of Congress Security	200	328	+ 128	+ 64%
Bureau of Engraving Police	56	54	- 2	- 4%
U.S. National Zoo Police	548	530	- 18	- 3%
D.C. University Police	1,605			-
Metro Transit Police	4,813	5,123	+ 310	+ 6%
St. Elizabeth Hospital Security	1,422	1,456	+ 34	+ 2%

*U.S. Park Police statistics were incomplete for 1979 and 1980
D.C. University Police statistics were incomplete for 1980

V

ALCOHOL, SPEED AND PEDESTRIAN ENFORCEMENT

TRAFFIC SAFETY PROGRAMS OF THE METROPOLITAN POLICE DEPARTMENT RECEIVING GRANT FUNDING

During 1980, the Metropolitan Police Department received $493,161 in the form of Grant Funding from the National Highway Traffic Safety Administration, U.S. Department of Transportation. This funding enabled the Metropolitan Police Department to continue operation of several traffic safety programs.

1. Program Funded	Grant Funding
A. Alcohol/Speed Enforcement	
1. Alcohol Speed Enforcement Unit 2. Mobile Test Van 3. Chemical Test for Alcohol Unit 4. Certification - Chemical Test 5. Alcohol Enforcement Training 6. Alcohol Countermeasures Coordinator	
Total Grant Funding	$399,392
B. Pedestrian/Motorist Enforcement Program	
Total Grant Funding	$ 59,752
C. Police Training and Traffic Services	
1. D.C. Traffic School 2. National Emergency Aid Radio Program (NEAR) 3. Traffic Accident Investigative Training 4. Roll Call Training	
Total Grant Funding	$ 34,017
Grand Total Grant Funding	$493,161

ALCOHOL COUNTERMEASURES PROGRAM

FOR

THE DISTRICT OF COLUMBIA

METROPOLITAN POLICE DEPARTMENT

LAW ENFORCEMENT TRAINING
CHEMICAL TEST PROGRAM
ALCOHOL SPEED ENFORCEMENT
KNOW YOUR LIMITS CAMPAIGN

TOXICOLOGY CLASSIFICATION OF VICTIMS OF FATAL
TRAFFIC ACCIDENTS IN THE DISTRICT OF COLUMBIA

The following guidelines are to be used when classifying traffic deaths where alcohol was involved.

ALCOHOL INVOLVED

Positive test with results indicating .05 BAC or greater.

HAD BEEN DRINKING

Positive test with results from .01 to .04 BAC.

No BAC test taken, but sufficient evidence reported by traffic investigators regarding the presence of alcohol (odor, alcohol beverage container, etc.).

ALCOHOL COUNTERMEASURES PROGRAM FOR THE DISTRICT OF COLUMBIA

The Metropolitan Police Department has confronted the problem of the drinking driver in the District of Columbia. During the past years there has been an alarming increase in the number of drivers involved in accidents who had been drinking alcoholic beverages at one time or another, either just prior to or during the time of the accident. These accidents have resulted in over a thousand fatalities, countless injuries, and millions of dollars in property damage in the District of Columbia alone.

The drunk driver was once responsible for over one-half of all fatal accidents in the District of Columbia, and the problem drinker was believed to be involved in two-thirds of all alcohol related traffic deaths. Problem drinkers have killed themselves as well as countless other innocent persons in traffic accidents.

Early police records have revealed evidence that the problem of drinking and driving, a deadly combination, was recognized long before man's love affair with the automobile officially caught on.

In 1980, a police superintendent, who recognized the problem commented to the City Commissioner that:

> "After observing the owners of horseless carriages on several occasions riding about in a carefree and reckless manner after consuming liquor and other spirits of the wind, one would assume they at least should part with one for the other. Both together undoubtedly, would tarnish the spirit of even the luckiest fellow."

Some 67 years later, in 1975, the Metropolitan Police Department kicked-off a city wide effort to find effective countermeasures for combating the problems of the drunk driver. The drunk driver enforcement campaign is now being utilized. In order for this campaign to work as effectively as it has, a combined police and community effort has been implemented that identifies and removes the drunk driver from the streets of our city.

Also in 1975, the Metropolitan Police Department established the Alcohol Enforcement Unit. The objectives and goals of the Alcohol Enforcement Unit has been to aggressively enforce the District of Columbia's laws pertaining to driving under the influence and to reduce the alcohol related traffic accidents and deaths.

In conjunction with the establishment of the Alcohol Enforcement Unit, the District of Columbia instituted the multi-facet "Alcohol Countermeasures Program, "which is funded under Title 402 Highway Safety Act, provided by the U.S. Department of Transportation, National Highway Traffic Safety Administration and administered by the District of Columbia Department of Transportation. The Alcohol Enforcement Coordinator has been largely responsible for seeing that the programs under the Highway Safety Act are managed properly and are cost effective.

A high percentage of the arrests for driving under the influence made by members of the Metropolitan Police Department reveal the startling fact that many of the offenders are second and third time offenders. Many of the offenders had been previously apprehended, and had their driving privileges revocated only to be apprehended again later for the same offense while operating their automobile after being revocated or suspended.

Over the years, the driver operating under the influence has made attempts at becoming more elusive. There are specific reasons as to why the drunk driver has become somewhat less daring, uneasy, and more evasive. In past years, the drunk driver could often times avoid arrest by playing on the compassion of the police or by displaying remarkable tolerance to alcohol.

In the past the public and the police were totally unaware of the drunk driver problem and had no effective way for measuring the scope and nature of the problem. Law enforcement personnel were systematically discouraged from making numerous driving under the influence arrests prior to the late 60's. Drunk driving arrests involved numerous forms to be completed, several tests for alcohol consumption, and usually meant hours of paper work preparation. Many police supervisors felt that the arrest and detainment of a person for driving under the influence involved too many man hours per arrest. These police supervisors would often instruct their patrol personnel to allocate their available patrol time to what was considered priority incidents and events. Arresting drunk drivers was not a priority.

This informal lid placed on "Driving Under the Influence" arrests and the burdensome paper work and testing procedures involved in initiating these arrests kept the statistics at a very low level. Very few patrol personnel outside the Traffic Division, were found to be eager to initiate the lengthy administrative processes in the Driving Under the Influence Arrests.

Prior to the late 1960's, a large percentage of those persons suspected of operating their motor vehicles while under the influence of alcohol were able to easily avoid police arrest and detainment due largely to the lack of aggressive enforcement of the drunk driving laws.

In Calendar Year 1976 alone, the first full year of the Alcohol Countermeasures Program , there was a 17% decrease in alcohol related traffic deaths.

ALCOHOL RELATED TRAFFIC DEATHS

YEAR	TOTAL TRAFFIC DEATHS	ALCOHOL RELATED	PERCENT OF TOTAL
1972	73	40	55%
1973	76	44	58%
1974	78	45	57%
1975	74	27	36%
1976	60	20	33%
1977	58	24	41%
1978	51	20	39%
1979	50	17	34%
1980	46	15	32%

DRIVING UNDER THE INFLUENCE ARREST STATISTICS FOR YEARS 1960-1980

Statistics below represent the number of driving under the influence arrests by Traffic Enforcement Branch and Police Districts.

YEAR	*TRAFFIC ENFORCEMENT BRANCH DUI ARRESTS	% OF TOTAL DUI ARRESTS	POLICE DISTRICT DUI ARRESTS	% OF TOTAL DUI ARRESTS	TOTAL DUI ARRESTS
1960	117	31.4%	256	68.6%	373
1961	152	42.0%	210	58.0%	362
1962	208	41.9%	289	58.1%	497
1963	243	47.4%	270	52.6%	513
1964	135	35.9%	241	64.1%	376
1965	94	36.7%	162	63.3%	256
1966	165	38.9%	259	61.1%	424
1967	128	31.4%	279	68.6%	407
1968	114	31.3%	250	68.7%	364
1969	99	36.8%	170	63.2%	269
1970	18	37.5%	30	62.5%	48
1971	250	49.7%	253	50.3%	503
1972	201	22.9%	677	77.1%	878
1973	216	21.8%	775	78.2%	991
1974	114	11.1%	908	88.9%	1,022
1975	346	21.5%	1,261	78.5%	1,607
1976	802	31.2%	1,769	68.8%	2,571
1977	1,137	25.1%	3,389	74.9%	4,526
1978	601	13.7%	3,799	86.3%	4,400
1979	653	19.9%	2,635	80.1%	3,288
1980	967	28.1%	2,472	71.9%	3,439

* Includes Special Operations Division

Note: 1960-1973 Statistics represent fiscal years. All other data represent calendar years

METROPOLITAN POLICE DEPARTMENT DRIVING UNDER THE INFLUENCE ARRESTS FOR CALENDAR YEAR 1980

MONTH	1D	2D	3D	4D	5D	6D	7D	SOD	TOTAL
January	28	30	19	39	27	22	34	73	272
February	28	31	8	43	24	29	37	93	293
March	19	34	15	61	33	30	49	103	344
April	26	33	5	51	25	22	52	96	310
May	69	26	7	42	25	23	60	102	354
June	54	27	10	34	16	17	34	78	270
July	39	21	10	23	25	22	23	52	215
August	34	28	10	37	23	15	42	80	269
September	52	19	5	38	25	27	31	55	252
October	40	32	9	43	31	33	23	85	296
November	39	25	16	48	12	27	40	85	292
December	42	34	16	29	19	25	42	65	272
Total	470	340	130	488	285	292	467	967	3,439

METROPOLITAN POLICE DEPARTMENT'S ALCOHOL ENFORCEMENT UNIT DRIVING UNDER THE INFLUENCE ARREST STATISTICS FOR CALENDAR YEAR 1980

MONTH	TOTAL ARRESTS
January	123
February	144
March	166
April	169
May	196
June	132
July	126
August	153
September	129
October	138
November	151
December	117
Total	1,744

Members working the Alcohol Enforcement Unit of the Metropolitan Police Department accounted for 49.3% of the total Driving Under the Influence Arrests made by the police department in 1980.

DRIVING UNDER THE INFLUENCE ARRESTS
SUMMARY FOR CALENDAR YEAR 1980

Driving under the influence of alcohol accounts for nearly 50% of all traffic deaths in many U.S. cities. An equal but undetermined percentage of driving under the influence violations are suspected as the main contributor to thousands of traffic accidents occurring daily in many urban centers. To combat the alarming rate of alcohol-involved traffic deaths and accidents many cities are cracking down hard on the drunk driver and expanding their endorcement goals to deal with the problem.

In Washington, D. C., driving under the influence arrest statistics reflect the fact that enforcement of this flagrant violation is at an all time high. Yet, despite the increase and aggressive enforcement measures undertaken by the Metropolitan Police Department, the drunk driving problem continues to reflect the seriousness and scope of the problem facing police and traffic safety officials.

Driving under the influence arrest statistics for Washington, D. C. and comparable cities reflect the numerous arrests made against those operating under the influence.

CITY	DRIVING UNDER THE INFLUENCE ARRESTS
Phoenix, Arizona	11,898
Memphis, Tennessee	5,591
Denver, Colorado	5,329
Jacksonville, Florida	4,670
Washington, D. C.	3,439
Columbus, Ohio	3,620
San Antonio, Texas	4,117
Honolulu, Hawaii	1,861
San Francisco, California	1,021

In Washington, D. C., the Metropolitan Police Department aggressively enforces all laws and regulations against those driving while under the influence. Since 1975, the Metropolitan Police Department has continued to expand its capabilities for dealing with the problem. At the present time, Washington, D. C. has one of the nation's most progressive and responsive police departments when it is evaluated in terms of its ability to identify, apprehend, and chemically test those individuals believed to be driving While Under the Influence. Unfortunately, even progressive police departments must rely heavily on community support in its efforts in dealing with a problem as complex as that of the drunk driver.

METROPOLITAN POLICE DEPARTMENT

ALCOHOL/SPEED ENFORCEMENT UNIT

The Alcohol Enforcement Unit (AEU) of the Metropolitan Police Department was formed in 1974 as an operational unit within the police department's then Traffic Division. The police department realized that in order to effectively identify and aggressively enforce regulations pertaining to the operation of motor vehicles while under the influence, they had to create a specialized unit. The Metropolitan Police Department received grant funding from the U.S. Department of Transportation, National Highway Traffic Safety Administration (U.S. DOT/NHTSA) through the Office of the Highway Safety Program Coordinator. This grant has been utilized to purchase modern chemical testing devices, to assist with the cost of training personnel in the use of the sophisticated testing equipment and to establish an effective equipment maintenance program. The grant also covers the cost of salaries for those specialized personnel working irregular hours for overtime compensation and the salary of a special Alcohol Enforcement/Alcohol Countermeasures Program Coordinator.

The goal of the Alcohol Enforcement Unit has been to identify and apprehend those persons "Driving Under the Influence of Alcohol" (DUI) and to refer those persons tested and found to be intoxicated to court.

The Alcohol Enforcement Unit has aggressively enforced regulations pertaining to driving while drunk and as a result of this aggressive enforcement, driving while under the influence of alcohol arrest statistics have increased drastically.

YEAR	*DUI ARRESTS
1974	908
1975	1,611
1976	2,572
1977	4,526
1978	4,400
1979	3,288
1980	3,439

* Driving under the influence arrests made by Metropolitan Police Units.

RADAR ENFORCEMENT BY UNITS OF THE METROPOLITAN POLICE DEPARTMENT

The Metropolitan Police Department utilizes vehicles equipped with speed detection devices (Radar) at selected locations throughout the city. These devices are used for the sole purpose of reducing speed related traffic accidents and deaths. Fifteen (15) persons lost their lives during Calendar Year 1980, a direct result of speeding vehicles. These deaths accounted for 33% of the total number of persons killed in traffic accidents during Calendar Year 1980.

The selection of locations for speed enforcement are based primarily on traffic accident statistical data reported at these locations or from observation made by police units and complaints from the public. The vehicular traffic volume of a roadway does not increase or decrease the chance that speed will be monitored at that location. Many serious injuries and deaths have occurred on streets and roadways that are less frequently traveled than others. Many citizens believe that less frequently (low-vehicle volume) traveled locations are areas where enforcement of traffic laws would be relaxed, therefore the streets and roadways become prime routes of travel for speed violators, drunk drivers, and those who have little regard for traffic safety. The Metropolitan Police Department has to be constantly aware of those locations where the public may feel that traffic safety is of least importance.

The below statistics reflect the number of speeding citations issued by units equipped with speed detection devices.

	* SPEEDING CITATIONS		
Police Units	1978	1979	1980
First District	621	3,393	1,324
Second District	1,606	2,001	1,396
Third District	N/A	N/A	N/A
Fourth District	5,614	3,327	4,184
Fifth District	2,332	2,350	1,071
Sixth District	1,246	1,627	1,966
Seventh District	1,635	2,306	1,127
Traffic Branch	29,960	30,256	54,397
Total (City-Wide)	43,014	45,260	65,465

* Represents citations issued for speeding where radar equipment was utilized.

PEDESTRIAN ENFORCEMENT AND PEDESTRIAN AWARENESS PROGRAMS FOR 1980

In calendar year 1980, the Metropolitan Police Department continued to place emphasis on reducing pedestrian traffic accidents, deaths and injuries. The Metropolitan Police Department and the District of Columbia Department of Transportation have combined their efforts at reducing pedestrian related accidents in the District of Columbia. Educational Programs, Public Awareness and Pedestrian Safety Programs coupled with a city-wide campaign, has alerted the general public to the seriousness of the problems confronting the pedestrians in Washington, D.C.

The Metropolitan Police Department from an enforcement standpoint has been successful in its efforts at enforcing all pedestrian related violations of traffic regulations.

The Pedestrian Enforcement Unit of the Metropolitan Police Department issued the bulk of all pedestrian related citations in the District of Columbia. The Pedestrian Enforcement Unit operating under the authority of the Traffic Enforcement Branch, made a significant and positive impact on several areas targeted for pedestrian enforcement. These target areas consist of streets such as K Street, L Street, M Street, 14th Street, 16th Street, 17th Street, 18th Street, Connecticut Avenue, Pennsylvania Aveune, Vermont Avenue, and several Metro Transit Stations. These were primarily selected for enforcement because of the extremely dense pedestrian adult population crosing the roadway in violation of the traffic regulations.

The Pedestrian Enforcement Unit worked from 1545 to 1945 hours, on most weekday evenings and used sixty (60) officers from all seven (7) districts, the Special Operations Division, the Identification and Records Division, the Training Division and the Communications Division.

The Pedestrian Enforcement Unit has contributed significantly to reducing the chances for traffic accidents between vehicles and pedestrians, by seeing that both the operators of vehicles and the pedestrians observe all traffic regulations and participate in an orderly movement of both human and vehicular traffic.

TRAFFIC VIOLATION CITATIONS ISSUED BY MEMBERS OF THE PEDESTRIAN ENFORCEMENT UNIT DURING CALENDAR YEAR 1980

The following is a breakdown of citations issued by members working the Pedestrian Enforcement Program during this year.

Pedestrian Violations	16,260
Parking Violations (other)	579
Right-of-way to Pedestrian	1,745
Obstructing Traffic	88
Other Moving Violations	280
Bicycle Violations	1,258

STATISTICAL ANALYSIS OF PEDESTRIAN TRAFFIC ACCIDENTS IN THE DISTRICT OF COLUMBIA REFLECTING PEDESTRIAN SAFETY PROGRAMS AND PEDESTRIAN ENFORCEMENT COUNTERMEASURES

Pedestrian accident statistics have revealed the alarming fact that the District of Columbia reports the second highest number of pedestrian accidents, when compared to other select U.S. cities comparable to Washington, D.C. Although the District of Columbia reported a decline of 36% in overall pedestrian deaths in 1980 when compared to 1979, the decline in pedestrian accidents should be viewed as marginal since the District of Columbia remained on of the top cities reporting pedestrian accidents and deaths in 1980.

PEDESTRIAN TRAFFIC ACCIDENTS

YEAR	PEDESTRIAN DEATHS	PEDESTRIANS INJURED	TOTAL PEDESTRIAN ACCIDENTS
1973	34	1,688	1,557
1974	35	1,465	1,294
1975	38	1,429	1,483
1976	34	1,265	1,340
1977	29	1,142	1,392
1978	24	1,170	1,259
1979	25	1,330	1,299
1980	16	1,316	1,306

VI

TRAFFIC SAFETY LITERATURE AVAILABLE TO PUBLIC

TRAFFIC SAFETY RELATED MATERIALS

AVAILABLE THROUGH PUBLIC AND PRIVATE DISTRIBUTION

The following listed traffic safety literature is made available free to the general public and can be obtained from the Traffic Analysis Unit of the Metropolitan Police Department, located at the Traffic Enforcement Branch, 501 New York Avenue, N.W. Mail requests can be arranged by telephoning 727-4101 or 727-4441.

TITLE	SUBJECT	FORMAT	SOURCE
Social Attitudes and Economic Development	Drinking and Driving	Booklet	Distilled Spirits Council of the United States
Under the Influence	Drinking and Driving	Brochure	AETNA Insurance Company
16 Ways to Live Longer On the Road	Road Safety	Pamphlet	Royal-Globe Insurance Company
The Big Little Book of Safe Winter Driving	Safe Winter Driving	Pamphlet	National Safety Council
Highways and Safety 1976	The Federal-Aid Highway Act of 1976	Pamphlet	Highway Users Federation
Caution Hazardous Driving Ahead	Safe Winter Driving	Leaflet	Kemper Insurance Company
I didn't See	Vision and Visual Skills in State Licensing Laws	Brochure	American Optometric Association
Standards	Federal Motor Vehicle Safety Standards	Pamphlet	U.S. Department of Transportation
Pedestrian Safety	Same as title	Brochure	National Safety Council
Police Traffic Services	Same as title	Brochure	National Safety Council
Traffic Records	Same as title	Brochure	National Safety Council
Identification and Surveillance of Accident Locations	Same as title	Brochure	National Safety Council
Traffic Control Devices	Same as title	Brochure	National Safety Council
Periodic Motor Vehicle Inspection	Same as title	Brochure	National Safety Council
Motor Vehicle Registration	Same as title	Brochure	National Safety Council

TITLE	SUBJECT	FORMAT	SOURCE
Getting the Alcohol Story to the People	Same as title	Brochure	National Safety Council
Motorcycle Safety	Same as title	Pamphlet	U.S. Department of Transportation
The National Alcohol Countermeasures Program	Same as title	Pamphlet	U.S. Department of Transportation NHTSA
The Drunk Driver May Kill You	Drinking and Driving	Pamphlet	Allstate Insurance Company
Counter Attack	Drinking and Driving	Pamphlet	State Farm Mutual Insurance Company
Alcohol and Driving	Same as title	Brochure	U.S. Department of Transportation NHTSA
The Problem Drinker And You	Same as title	Pamphlet	U.S. Department of Transportation NHTSA
How to Talk to Your Teenager About Drinking and Driving	Same as title	Pamphlet	U.S. Department of Transportation
Drive Prepared	Safe Driving Habits	Brochure	Allstate Insurance Company
Gas Watchers Guide	Learn to Make 5 Gallons of Gas do the work of 6	Pamphlet	American Automobile Association
Let's Do Away With Our Roadside Deathtraps	Same as title	Pamphlet	State Farm Insurance Company
One Drink Can Be Too Many	Drinking and Driving	Brochure	American Automobile Association
Know Your Limits	Drinking and Driving	Booklet	Distilled Spirits Council of the United States

TITLE	SUBJECT	FORMAT	SOURCE
Motorcycle Safety	Same as title	Brochure	National Safety Council
Common Sense in Buying A Safe Used Car	Same as title	Pamphlet	U.S. Department of Transportation NHTSA
Do You Have the Guts to Say "No"?	Drinking and Driving	Pamphlet	Liberty Mutual Insurance Company
Be A Responsible Driver After Drinking	Approximate Blood-Alcohol Percentages	Wallet Size Card	Distilled Spirits Council of the United States
The Driver's Handbook	Guidelines to Improve Driving Habits	Booklet	Kemper Insurance Company
Alcohol in Relation to Safety	Same as title	Brochure	National Safety Council
Bicycle Regulations	Same as title	Leaflet	D.C. Department of Transportation
Vehicle Safety Inspection	Same as title	Leaflet	D.C. Department of Transportation
Pedestrian Safety Rules	Same as title	Leaflet	D.C. Department of Transportation
Walk Safely With D.C. Walker	Identifying Pedestrian	Brochure	D.C. Department of Transportation
The D.C. Point System	Same as title	Leaflet	D.C. Department of Transportation
A Night Visitor	Same as title	Brochure	Employer Insurance of Wausau
Your License to Drive	Same as title	Pamphlet	Allstate Insurance Company

TITLE	SUBJECT	FORMAT	SOURCE
State Laws Relating to Mopeds	Same as title	Pamphlet	Moped Association of America
Leading Moped Manufacturers and Distributors	Same as title	Pamphlet	Moped Association of America
What is a Moped?	Same as title	Pamphlet	Moped Association of America
D.C. Parking Enforcement Program	Same as title	Pamphlet	D.C. Department of Transportation
An Activist's Guide for Curbing the Drunk Driver	Drinking and Driving	Booklet	U.S. Department of Transportation
All About Metro	Same as title	Pamphlet	Woodward and Lothrop
Fringe Parking Lots	Same as title		Metropolitan Area Transit Authority
First Aid for the Drunken Driver Begins in Your Office	Drinking and Driving	Booklet	U.S. Department of Transportation
Alcohol, Drugs, and Young Driver	Same as title	Booklet	U.S. Department of Transportation

S 1590-1 W (A)

1981

ANNUAL

TRAFFIC REPORT

GOVERNMENT OF THE
DISTRICT OF COLUMBIA

MARION S. BARRY, JR
MAYOR

National Highway Traffic Safety Administration

PRESENTS THIS

AWARD FOR PUBLIC SERVICE

TO

Traffic Branch, Metropolitan Police Department
Washington, D.C.

In recognition of and appreciation for its extraordinary contribution to the cause of highway safety, in particular:

For outstanding achievement in the effective enforcement of District of Columbia laws against driving under the influence of alcohol, which has resulted in a dramatic reduction in alcohol-related traffic fatalities and injuries. The efforts of the unit exemplify the highest standards of police traffic services.

May 1982

ADMINISTRATOR

METROPOLITAN POLICE DEPARTMENT

Special Operations Division
Traffic Enforcement Branch

ANNUAL TRAFFIC REPORT

1981

DISTRICT OF COLUMBIA ANNUAL TRAFFIC REPORT 1981

Prepared By:

Officer Roger L. Calhoun

Officer W. Fred Thompson

Traffic Analysis Unit
Traffic Enforcement Branch
Special Operations Division
Metropolitan Police Department

Reviewed By:

Captain Wayne A. Layfield
Commander, Traffic Enforcement Branch
Special Operations Division
Metropolitan Police Department

Acknowledgements:

The Traffic Analysis Unit greatly appreciates the assistance of the many individuals who contributed to the completion of this report. Although the names of the individuals are too numerous to mention, listed below are the various organizations to which they are affiliated:

District of Columbia Government

Metropolitan Police Department

Data Processing Division
Alcohol Countermeasures Coordinator
Hit and Run Investigation Unit
Pedestrian Enforcement Unit

Department of Transportation

Bureau of Parking Enforcement
Office of Highway Safety
Department of Motor Vehicle
Bureau of Traffic Engineering and Operations

Federal Government

National Highway Traffic Safety Administration
United States Naval Observatory Nautical Almanac Office
United States Park Police

Other Police Departments

Washington Metropolitan Area Transit Authority
Phoenix, Arizona
Denver, Colorado
San Antonio, Texas
Jacksonville, Florida
Indianapolis, Indiana
St. Louis, Missouri
Columbus, Ohio
Seattle, Washington
San Francisco, California
Memphis, Tennessee
Boston, Massachusetts
Honolulu, Hawaii

Table of Contents

	Page
I. General Traffic Related Information	
Traffic Analysis Request 1980-1981	1
Traffic Accident Reporting Procedures	2
Societal Costs for Traffic Accidents in the District of Columbia	3
Bicycle and Moped Regulations	4
District of Columbia Area Bicycle Registration Information	5-6
Streets, Alleys, Sidewalks, Bridges, etc.	7
Right Turn on Red	8
II. General Traffic Accident Data	
Traffic Accidents by Apparent Violations	9
Traffic Accidents by Quadrant and Signal Control	10
Traffic Accidents by Police Districts	11
Traffic Accidents on Park Police Territory	12
Traffic Accidents by Time and Day of Week	13-14
Traffic Accidents by Holiday	15
Traffic Accidents by Day of Each Month	16-27
Traffic Accidents by Road Condition, Visibility, Street Lighting	28
Vehicle Involved in Traffic Accidents	29-30
Traffic Fatality Data	31-38
Police Calls for Traffic Accidents	39-46
III. Comparative Traffic Related Information for Previous Years and Similar Cities	
Statistical Summary of Traffic Accidents	47-48
Monthly Breakdown of Traffic Accidents	49
Traffic Accidents by Holiday - 1981	50
Sex and Age of Drivers Involved in Traffic Accidents	51
Residence of Drivers Involved in Traffic Accidents	52
High and Low Years for Traffic Accidents	53
Hit and Run Accidents	54
Traffic Accidents in Park Police Territory	55
Death Resulting from High Speed Pursuits 1969-1981	56
Traffic Fatality Statistical Comparisons (District of Columbia)	57-73
Traffic Fatalities of Comparable Cities	74-81
Traffic Enforcement of Comparable Cities	82-83
IV. Traffic Enforcement in the District of Comumbia	
Traffic Enforcement Comparison 1980-1981	84-85
Traffic Notice of Infractions Issued 1976-1981	86-89
Traffic Notice of Infractions Issued 1971-1981	90

Page

Bureau of Parking Enforcement (D.C. D.O.T.)
Notice of Infractions 91
Notice of Infractions Issued by Other Law
Enforcement Agencies 92

V. Alcohol, Speed and Pedestrian Enforcement

Grant Funding 93

Alcohol Countermeasures Program 94-96
Alcohol Related Traffic Deaths 97
Driving Under the Influence Arrests (D.C.) 98-100
Driving Under the Influence Arrests (Comparable
Cities) 101
Alcohol and Speed Enforcement 102-105
Pedestrian Enforcement Program 106-107

VI. Traffic Safety Literature

Traffic Safety Literature Available to Public 108-112

I

GENERAL TRAFFIC RELATED INFORMATION

SERVICE UTILIZATION SUMMARY FOR THE TRAFFIC ANALYSIS SECTION FOR CALENDAR YEARS 1981 AS COMPARED WITH 1980

The Metropolitan Police Department's Traffic Analysis Section provides statistical data relating to traffic enforcement and traffic accident efforts in the District of Columbia. Request for services and information related data is tabulated each year to determine how the information is utilized and for what purpose.

	CALENDAR YEAR 1981		CALENDAR YEAR 1980	
REQUESTING AGENCY	TOTAL REQUESTS	% OF TOTAL	TOTAL REQUESTS	% OF TOTAL
Metropolitan Police Department	94	33.9%	93	39.2%
D.C. Government	75	27.1%	41	17.3%
Private Citizen	57	20.6%	42	17.7%
Private Agency	9	3.2%	11	4.6%
Civic Organization	4	1.4%	12	5.1%
Newspaper/Magazine	16	5.8%	10	4.2%
Television Station	4	1.4%	8	3.4%
Federal Government	3	1.1%	8	3.4%
Learning Institution	4	1.4%	2	.8%
Consulting Agency	6	2.2%	5	2.1%
Radio Station	2	.7%	1	.4%
Other Law Enforcement Agencies	0	.0%	1	.4%
Business/Trade Organization	1	.4%	0	.0%
Foreign Government	0	.0%	0	.0%
Other State/Local Government	2	.7%	3	.7%
Total	277	*100.0%	276	*100.0%

* Percentages have been rounded off

PROCEDURES AND REQUIREMENTS FOR REPORTING TRAFFIC ACCIDENTS IN THE DISTRICT OF COLUMBIA

The District of Columbia requires that all accidents involving motor vehicles with more than $100.00 in property damage be reported within five (5) days from the date that the accident occurs.

The Metropolitan Police Department requires that a police report be taken if one (1) or more of the following situations exist as a result of an accident:

(1) Someone is killed or injured, regardless of the seriousness of the injury.

(2) An involved motor vehicle suffers body or mechanical damage which renders it inoperable under its own power.

(3) There is damage to a vehicle or other property, and the operator or owner of the damaged vehicle or property is not at the scene of the accident.

(4) A District or Federal Government vehicle or other property is involved.

(5) Public transportation vehicles are involved, such as buses or taxicabs.

(6) A crime or multiple traffic violations are involved or serious traffic violations.

(7) Any case in which the investigating officer issues a violation notice or summons the involved parties to a hearing.

(8) In cases where the investigating officer feels parties might evade responsibility.

SOCIETAL COSTS FOR MOTOR VEHICLE TRAFFIC ACCIDENTS

IN THE DISTRICT OF COLUMBIA

CALENDAR YEAR 1981

Motor vehicle accidents result in significant costs to individuals and to society at large. Societal cost statistics are used to assess some basic losses to society from motor vehicle accidents. The total individual cost estimates of accidents should not be interpreted as the value placed on a life or as the total cost of a fatality or injury to society. Neither is it to be interpreted as the total amount that society is willing to spend to save a life or to prevent an injury. Societal cost estimates are indicators of the significance of the motor vehicle problem.

*COSTS OF MOTOR VEHICLE ACCIDENTS

The calculable costs of motor vehicle accidents are wage loss, medical expense, insurance administrative costs and property damage. The cost of all items per case were:

Traffic Deaths (per death)	$287,175
Non-Fatal Disabling Injury	4,350
Property Damage (including minor injuries)	518

The above averages may be used to estimate the cost of motor vehicle accidents.

SOCIETAL COST COMPONENTS FOR THE DISTRICT OF COLUMBIA - 1981

COMPONENT	TOTAL SOCIETAL COST
Deaths	$14,933,100
Non-Fatal Disabling Injuries	39,893,850
Property Damage (including minor injuries)	7,524,468
Total Societal Cost	62,351,418

* The 1976 societal cost components listed above are the most recent.

MOTORIZED BICYCLE (MOPEDS) AND BICYCLE REGULATIONS OF THE DISTRICT OF COLUMBIA

MOTORIZED BICYCLE (MOPED)

(The District of Columbia Motorized Bicycle Act, D.C. Law 1-110)

All mopeds must be registered as motor vehicles. Operators from most states must have a permit.

The following rules apply to mopeds operated in the District of Columbia:

1. No helmet is required.
2. No insurance is required.
3. A moped may be parked like a bicycle.
4. Operators must obey all motor vehicle laws.
5. All mopeds registered in D.C. must be inspected every three (3) years, rental mopeds must be inspected annually.
6. The operator must be at least sixteen (16) years old.
7. Mopeds may not be operated on any sidewalk or off-street bike path or bicycle route unless motor vehicles are allowed.

BICYCLES

Operators of bicycles have the same rights and duties as operators of motor vehicles.

The following rules for bicyclists are contained in the District of Columbia traffic regulations:

1. Operators of bicycles shall not impede or obstruct traffic.
2. Operators shall not ride a bicycle with more persons on it than the bicycle is equipped to carry.
3. Operators shall not ride a bicycle while carrying any package or article which prevents the operator from keeping at least one (1) hand on the handle bars.
4. Bicycle registration in the District of Columbia is mandatory.

DISTRICT OF COLUMBIA METROPOLITAN AREA BICYCLE REGISTRATION DATA

Bicycle registration in the District of Columbia is mandatory. Any bicycle having two (2) wheels in tandem, either of which is twenty (20) or more inches in diameter, must be registered within 14 days of acquisition. Registration will be for a period of five (5) years. Bicycles may be registered at any District Police Station or Fire Station between 8:00 a.m. and 8:00 p.m. daily.

Since 1974 when bicycle registration became mandatory, 233,676 bicycles have been registered.

MONTHLY BREAKDOWN OF BICYCLES REGISTERED - 1981

MONTH	BICYCLES REGISTERED
January	589
February	76
March	329
April	524
May	269
June	917
July	188
August	1,148
September	520
October	516
November	338
December	88
Total	5,502

AREA WIDE BICYCLE OWNER REGISTRATION INFORMATION

JURISDICTION	TELEPHONE	REGISTRATION	FEE	PERIOD OF REGISTRATION	WHO REGISTERS
Alexandria	750-6497	Mandatory	$ .25	Life of Bike	Police
Arlington	558-2813	Voluntary	.50	Life of Bike	Police
D. C.	576-6764	Mandatory	1.00	5 Years	Police & Fire
Fairfax County	691-2786	Voluntary		Life of Bike	Fire
Falls Church	241-5050	Voluntary		Life of Bike	Treasurer
Loudon County	(703)777-2660	Voluntary		Life of Bike	JayCees
Greenbelt	474-5454	Voluntary		Life of Bike	Police
Montgomery County	279-1555	Mandatory	.50	3 Years	Police
Prince Georges County	336-8800	Voluntary		Life of Bike	Police
Prince Williams County	361-5141	Voluntary		Life of Bike	Police
Takoma Park	270-1100	Voluntary		Life of Bike	Police

**DISTRICT OF COLUMBIA STATISTICAL DATA

FOR CALENDAR YEAR 1981

Mileage of Interstates, Streets, Alleys and Sidewalks

Interstates	-	11.9
Streets	-	1,101
Alleys	-	448.5
Sidewalks	-	1,598

Breakdown of the Number of Streets, Bridges, Expressways and Circles

Interstates		-	5
Streets		-	1,520
Southeast	355		
Northeast	402		
Southwest	69		
Northwest	691		
Borderline	3		
*Bridges		-	215
Circles		-	29

* Does not include Railroad Bridges

** Based on 1980 data

RIGHT TURN ON RED

The District of Columbia began permitting Right Turn On Red (RTOR) at intersections during December, 1979. This program allowed a limited number of right turns on red (850 or 21.87) out of 3900 eligible intersections.

The District of Columbia, Department of Transportation, revised this program beginning April, 1980, resulting in an increase in the number of intersections where Right Turn On Red was permitted at all times and introduced a new feature where Right Turn on Red would be permitted during certain times of the day and prohibited during others. The number of intersections where RTOR was permitted at all times was expanded from 850 to 1,560 (an increase of 710, or 83.5%). The new feature allowing RTOR between 7 p.m. and 7 a.m. included 940 intersections which was more intersections than the original number chosen for RTOR at any time. This revision resulted in 40% of the intersections in the District of Columbia where RTOR would be permitted all times and 64.1% of intersections where RTOR would be permitted either full or part time as of March, 1981.

RIGHT TURN ON RED EVALUATION

STATISTICAL SUMMARY

	December, 1979		March, 1981	
	Number	Percentage	Number	Percentage
RTOR (at all times)	850	21.8%	1,560	40.0%
RTOR (7 p.m. to 7 a.m.)	0	0.0%	940	24.1%
RTOR (full or part time)	850	21.8%	2,500	64.1%

Eligible Intersections 3,900

II

1981 GENERAL TRAFFIC ACCIDENT DATA

*TRAFFIC ACCIDENTS BY APPARENT VIOLATIONS

CALENDAR YEAR 1981

APPARENT VIOLATION	TOTAL ACCIDENTS	FATAL ACCIDENTS	INJURIES	PROPERTY DAMAGE
Speeding	1,205	13	626	566
Defective Brakes	244	0	127	117
Following Too Close	1,383	0	759	624
Auto Right of Way	1,234	0	597	637
Pedestrian Right of Way	79	4	71	4
Improper Turn	613	0	155	458
Yield Sign	12	0	4	8
Red Light	775	1	452	322
Flashing Light	45	0	27	18
Directional Light	41	0	14	27
Stop Sign	254	0	144	110
Drunk Driving	807	0	297	510
Improper Passing	248	0	72	176
Wrong Way, One Way Street	64	0	23	41
Operating on Wrong Side of Street	349	2	115	232
Improper Starting	46	0	6	40
Defective Vehicle or Equipment	118	0	51	67
**Pedestrian Violation	79	0	75	4
No Charge/Going to Court	3,897	13	2,068	1,816
Fail to Pay Full Time and Attention	5,513	4	1,942	3,546
Changing Lanes w/o Caution	1,118	1	265	922
Hit and Run	29	0	2	27
Fail to Set Hand Brake	68	0	13	55
Open Door to Traffic	29	0	10	19
Driving Under the Influence of Drugs	14	0	3	11
Drunk Driver - Refused Alcohol Test	2	0	1	1
Drunk Pedestrian - Refused Alcohol Test	1	0	0	1
No Snow Tires/Chains During Snow Emergency	0	0	0	0
Improper Backing	661	0	74	587
Defective Lights	12	0	7	5
Drunk Pedestrian	1	0	1	0
Road Defects	43	0	24	19
Driver Vision Obstructed	62	0	23	39
Other	4,630	11	1,123	3,496
Total	23,746	49	9,171	14,526
Total Hit & Run Accidents	7,039	7	860	6,172

* Represents the striking (#1) vehicle listed on the traffic accident report. Violation action of other vehicles involved will not be reflected in this data.

** Represents the number of traffic accidents where pedestrians are listed as striking (#1) vehicle on traffic accident reports. Most pedestrians, although in violation, are listed as vehicle (#2) because they are struck by the (#1) vehicle.

TRAFFIC ACCIDENT BREAKDOWN BY QUADRANTS IN THE DISTRICT OF COLUMBIA FOR CALENDAR YEAR 1981

The District of Columbia is divided into four (4) sections: Northwest (N.W.), Northeast (N.E.), Southeast (S.E.) and Southwest (S.W.). North Capitol, South Capitol and East Capitol Streets and a line running westerly from the Capitol are the dividing lines of these sections.

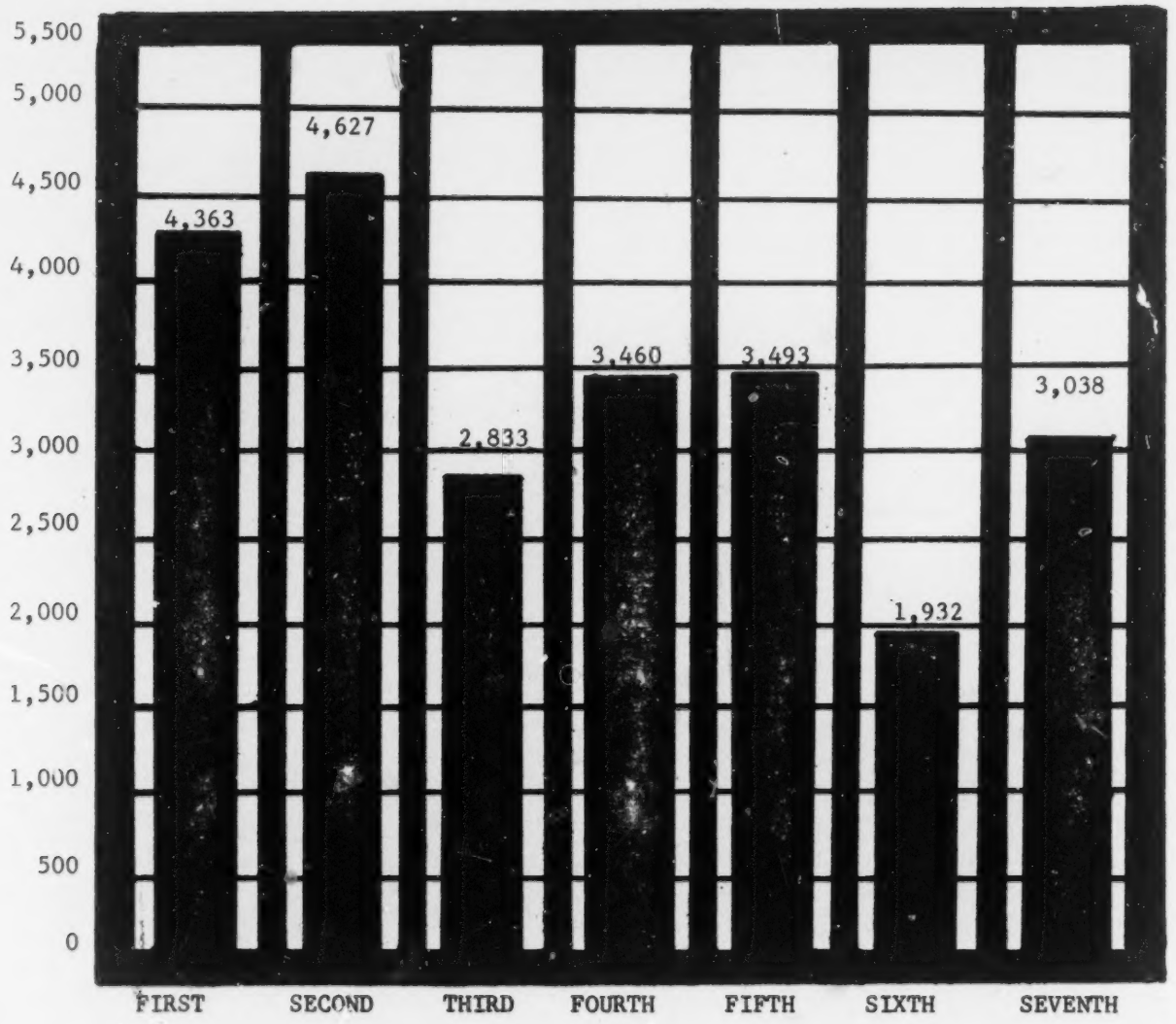
QUADRANT	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS
Northwest	23	4,587	8,198	12,808
Northeast	13	2,236	2,954	5,203
Southeast	9	1,939	2,719	4,667
Southwest	4	409	655	1,068
Total	49	9,171	14,526	23,746

TRAFFIC ACCIDENT BREAKDOWN BY TRAFFIC CONTROL UNTILIZATION (1981)

CONTROLS	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	TOTAL ACCIDENTS
Flashing Signal	0	128	101	229
Yield Sign	0	54	79	133
Stop Sign	3	861	907	1,771
Police Officer	0	42	132	174
None	35	4,236	8,665	12,936
Restricted Turn	1	82	129	212
Signal	10	3,461	3,663	7,134
Unknown	0	307	850	1,157
Total	49	9,171	14,526	23,746

TRAFFIC ACCIDENTS FOR CALENDAR YEAR 1981

POLICE DISTRICTS



TRAFFIC ACCIDENTS REPORTED ON ROADWAYS AND DESIGNATED AREAS UNDER THE JURISDICTION OF THE UNITED STATES PARK POLICE OPERATING WITHIN THE DISTRICT OF COLUMBIA

CALENDAR YEAR 1981

*TRAFFIC ACCIDENTS

LOCATION	DEATHS	ACCIDENTS
Anacostia	0	17
Areas Outside Park	0	30
Columbia Island	0	143
Constitution Avenue	0	146
East Potomac Park	0	48
Ellipse	0	39
Fort Dupont Park	0	14
Mall	0	38
Reservation East	0	4
Reservation West	0	5
Rock Creek Park	0	302
Rock Creek Parkway	1	215
JFK Center	0	18
Washington Monument Grounds	0	77
West Potomac Park	2	579
Palisades Park	0	0
RFK Stadium	0	3
George Washington Memorial Parkway	0	0
Lafayette Park, D.C.	0	0
National Visitor's Center	0	4
Montrose Park	0	0
Chesapeake & Ohio Canal, D.C.	0	3
Meridian Hill Park	0	1
Totals	3	1,686

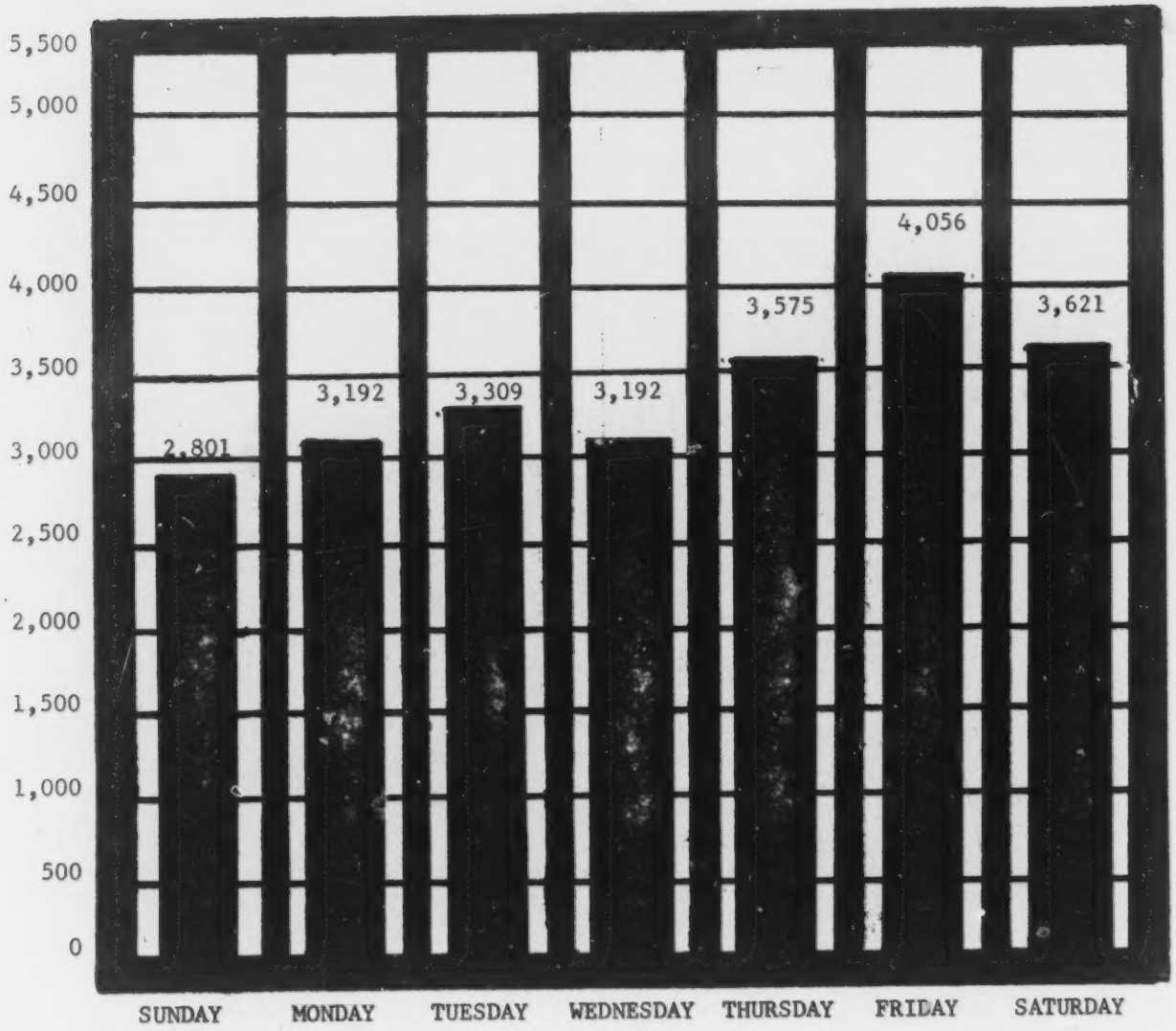
* The above statistics represent those traffic accidents handled by the United States Park Police.

TRAFFIC ACCIDENTS BY TIME OF DAY

CALENDAR YEAR 1981

TIME OF DAY	TOTAL ACCIDENTS	FATAL	NON FATAL	PROPERTY DAMAGE
12:01 - 1:00 a.m.	691	1	258	432
1:01 - 2:00 a.m.	751	3	260	488
2:01 - 3:00 a.m.	708	2	287	419
3:01 - 4:00 a.m.	570	3	222	345
4:01 - 5:00 a.m.	339	0	136	203
5:01 - 6:00 a.m.	255	2	112	141
6:01 - 7:00 a.m.	445	2	175	268
7:01 - 8:00 a.m.	818	2	342	474
8:01 - 9:00 a.m.	1,043	0	422	621
9:01 - 10:00 a.m.	935	2	352	581
10:01 - 11:00 a.m.	918	4	341	573
11:01 - 12:00 p.m.	1,071	3	397	671
12:01 - 1:00 p.m.	1,147	1	404	742
1:01 - 2:00 p.m.	1,160	1	440	719
2:01 - 3:00 p.m.	1,230	0	481	749
3:01 - 4:00 p.m.	1,624	3	670	951
4:01 - 5:00 p.m.	1,597	2	691	904
5:01 - 6:00 p.m.	1,602	3	672	927
6:01 - 7:00 p.m.	1,418	3	517	898
7:01 - 8:00 p.m.	1,242	3	522	717
8:01 - 9:00 p.m.	1,077	0	424	653
9:01 - 10:00 p.m.	1,019	4	358	657
10:01 - 11:00 p.m.	1,063	2	370	691
11:01 - 12:00 a.m.	1,023	3	318	702

TRAFFIC ACCIDENTS BY DAY OF WEEK
CALENDAR YEAR 1981



NUMBER OF TRAFFIC ACCIDENTS
23,746

DISTRICT OF COLUMBIA HOLIDAY TRAFFIC ACCIDENTS

CALENDAR YEAR 1981

HOLIDAY	BEGINNING 6 P.M.	ENDING MIDNIGHT	HOURS	TRAFFIC FATALITIES	ALCOHOL RELATED DEATHS	*TRAFFIC ACCIDENTS
New Year's Day	Monday 12/29/80	Thursday 01/01/81	78	1	1	262
George Washington's Birthday	Friday 02/13/81	Monday 02/16/81	78	0	0	210
Memorial Day	Friday 05/22/81	Monday 05/25/81	78	2	2	243
Independence Day	Friday 07/03/81	Monday 07/06/81	78	0	0	272
Labor Day	Friday 09/04/81	Monday 09/07/81	78	0	0	205
Columbus Day	Friday 10/09/81	Monday 10/12/81	78	0	0	274
Veterans Day	Monday 11/09/81	Wednesday 11/11/81	54	0	0	108
Thanksgiving Day	Wednesday 11/25/81	Sunday 11/29/81	102	0	0	237
Christmas Day	Wednesday 12/24/81	Sunday 12/27/81	102	1	0	184
			726	4	3	1,995

* Based on raw accident data.

Note: These accidents cover the entire holiday period. For information regarding accidents occurring on the holiday only, refer to the traffic accidents by day of month section.

DAILY TRAFFIC ACCIDENT STATISTICS AND CLIMATOLOGICAL DATA

CALENDAR YEAR 1981

The below statistics represent traffic accidents for which police reports were taken by date and day of the week. The weather conditions for each day have also been noted to determine the possible effects of weather conditions on daily traffic accident statistics.

JANUARY

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Thu.	Holiday	1,10,11	2.7	102	V-1
2	Fri.		1,		59	
3	Sat.	Weekend			41	
4	Sun.	Weekend			34	
5	Mon.				51	
6	Tue.		4		68	
7	Wed.		1,10	.6	78	
8	Thu.				57	
9	Fri.				73	
10	Sat.	Weekend			51	
11	Sun.	Weekend			49	
12	Mon.				66	
13	Tue.				50	
14	Wed.		8		51	
15	Thu.		1,8,10	.9	83	V-1
16	Fri.		1,8		78	
17	Sat.	Weekend			58	
18	Sun.	Weekend			45	
19	Mon.				57	
20	Tue.				47	
21	Wed.		1,10		57	
22	Thu.		1,8		65	
23	Fri.				62	
24	Sat.	Weekend			45	
25	Sun.	Weekend			44	
26	Mon.				59	
27	Tue.				40	
28	Wed.				55	
29	Thu.				55	
30	Fri.				75	
31	Sat.	Weekend			55	

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

FEBRUARY

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Sun.	Weekend			48	
2	Mon.		1,10		73	
3	Tue.				51	
4	Wed.				59	
5	Thu.				64	
6	Fri.				67	
7	Sat.	Weekend	1,8		61	
8	Sun.	Weekend	1,10		61	
9	Mon.				54	
10	Tue.		10		46	
11	Wed.		1,10		84	
12	Thu.				61	
13	Fri.				76	
14	Sat.	Weekend	1		68	
15	Sun.	Weekend	1,8		63	
16	Mon.	Holiday	1,8		40	
17	Tue.				58	
18	Wed.		1,8		63	
19	Thu.		1,10		81	
20	Fri.		1,10		73	P-1
21	Sat.	Weekend	1,10		96	
22	Sun.	Weekend	1,10		60	
23	Mon.		1,10		74	
24	Tue.		2,8		44	
25	Wed.				45	
26	Thu.				36	
27	Fri.				57	
28	Sat.	Weekend			48	P-1

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

MARCH

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Sun.	Weekend			58	M-2
2	Mon.				55	
3	Tue.				66	
4	Wed.		1,10		65	
5	Thu.		1,4,10		69	
6	Fri.		10		82	
7	Sat.	Weekend			63	
8	Sun.	Weekend			40	P-1
9	Mon.				46	
10	Tue.				52	
11	Wed.				49	
12	Thu.				60	
13	Fri.				82	
14	Sat.	Weekend			62	
15	Sun.	Weekend			36	
16	Mon.		1,10		71	V-1
17	Tue.				59	
18	Wed.				55	
19	Thu.				52	
20	Fri.				58	
21	Sat.	Weekend	10		82	
22	Sun.	Weekend			49	
23	Mon.				76	
24	Tue.				60	
25	Wed.				50	P-1
26	Thu.		8		54	V-1
27	Fri.				78	
28	Sat.	Weekend			67	
29	Sun.	Weekend			50	
30	Mon.		1,10		101	
31	Tue.				70	

* Represents the date an accident resulting in a death occurred, not the dat of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

APRIL

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Wed.		1,3,10		77	V-1, P-1
2	Thu.				64	P-1
3	Fri.				95	
4	Sat.	Weekend			70	
5	Sun.	Weekend	1,10		70	M-1
6	Mon.				64	
7	Tue.				52	P-1
8	Wed.				57	
9	Thu.		1,10		77	
10	Fri.				87	
11	Sat.	Weekend	3,8,10		85	
12	Sun.	Weekend	1,3,8,10		63	
13	Mon.		10		58	
14	Tue.		1,8,10		81	
15	Wed.				70	P-1
16	Thu.				56	
17	Fri.		10		83	V-1
18	Sat.	Weekend			63	
19	Sun.	Weekend			51	
20	Mon.		10		64	
21	Tue.				56	
22	Wed.				40	
23	Thu.		10		77	
24	Fri.				73	
25	Sat.	Weekend			73	M-1
26	Sun.	Weekend			55	
27	Mon.				64	
28	Tue.		3,5,8,10		79	
29	Wed.		1,10		81	
30	Thu.		1,8,10		74	

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

MAY

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Fri.		1,3,8,10		118	P-1
2	Sat.	Weekend			76	
3	Sun.	Weekend			57	
4	Mon.				84	
5	Tue.				67	
6	Wed.		1,8,10		65	
7	Thu.				53	
8	Fri.		8		64	
9	Sat.	Weekend			66	
10	Sun.	Weekend	1,8,10		90	
11	Mon.		1,3,10		83	
12	Tue.		10		74	
13	Wed.				51	
14	Thu.		8		70	
15	Fri.		3,8,10		89	
16	Sat.	Weekend			55	
17	Sun.	Weekend			58	
18	Mon.		1,10		70	V-1
19	Tue.		1,10		80	
20	Wed.		1,10		54	
21	Thu.				81	
22	Fri.				65	V-2
23	Sat.	Weekend			69	
24	Sun.	Weekend			63	
25	Mon.	Holiday			46	
26	Tue.		8		78	V-1
27	Wed.		10		50	
28	Thu.		1,3,10		82	
29	Fri.		1,8		76	V-1
30	Sat.	Weekend	3,8,10		77	
31	Sun.	Weekend			39	

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

JUNE

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Mon.		1,8,10		63	
2	Tue.		1,8,10		51	
3	Wed.		1,8,10		78	
4	Thu.		1,3,8,10		70	M-1
5	Fri.				78	
6	Sat.	Weekend	1,8,10		84	V-1
7	Sun.	Weekend			55	
8	Mon.				63	
9	Tue.		1,3,8,10		82	P-1
10	Wed.		1,3,8,10		76	
11	Thu.				68	
12	Fri.		8		56	
13	Sat.	Weekend	1,3,8,10		86	
14	Sun.	Weekend	1,8,10		61	
15	Mon.		2,8		50	
16	Tue.		1,8		75	
17	Wed.				71	
18	Thu.				57	
19	Fri.		3,8,10		84	B-1
20	Sat.	Weekend	1,3,8,10		90	V-2
21	Sun.	Weekend	1,3,8,10		62	
22	Mon.		10		66	
23	Tue.				59	V-1
24	Wed.				45	
25	Thu.		3,8,10		80	
26	Fri.				87	
27	Sat.	Weekend			77	
28	Sun.	Weekend			52	
29	Mon.				65	P-1
30	Tue.				63	

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

JULY

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Wed.		1,3,10		107	
2	Thu.		1,10		77	
3	Fri.	Holiday	1,10		84	
4	Sat.	Weekend	1,10		98	
5	Sun.	Weekend	1,8,10		46	
6	Mon.		1,3,8		64	
7	Tue.		1,8		68	
8	Wed.		8		68	
9	Thu.		8		55	
10	Fri.				62	
11	Sat.	Weekend			78	M-1
12	Sun.	Weekend			51	
13	Mon.		1,3,8,10		58	
14	Tue.		8		52	
15	Wed.				74	
16	Thu.				63	
17	Fri.				70	
18	Sat.	Weekend	1,8		67	
19	Sun.	Weekend	8		55	
20	Mon.		1,3,8,10		72	
21	Tue.		1,8,10		57	
22	Wed.		8		59	
23	Thu.				77	V-1
24	Fri.		10		95	
25	Sat.	Weekend	1,10		85	
26	Sun.	Weekend	1,3,8,10		72	
27	Mon.		8		46	
28	Tue.		1,3,8,10		78	
29	Wed.		1		57	P-1
30	Thu.				51	
31	Fri.				83	

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

AUGUST

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Sat.	Weekend			110	
2	Sun.	Weekend			48	V-1
3	Mon.		1,10		63	
4	Tue.		1,8		83	
5	Wed.		1,8		69	
6	Thu.		1,10		91	
7	Fri.		1,8		71	
8	Sat.	Weekend	1,10		66	
9	Sun.	Weekend			61	
10	Mon.		8		57	
11	Tue.		1,3,8,10		82	
12	Wed.		1,8,10		69	
13	Thu.		1,8		54	
14	Fri.		1,8		79	
15	Sat.	Weekend	1,3,8,10		72	
16	Sun.	Weekend	1,8		60	
17	Mon.				48	
18	Tue.				63	
19	Wed.				62	P-1
20	Thu.				64	
21	Fri.				67	
22	Sat.	Weekend			56	
23	Sun.	Weekend			43	
24	Mon.				45	
25	Tue.				63	
26	Wed.		1,8		60	V-1
27	Thu.		8		58	
28	Fri.		8		69	
29	Sat.	Weekend	1,8		59	V-1
30	Sun.	Weekend	1,8,10		72	
31	Mon.		1,3,8,10		61	P-1

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

SEPTEMBER

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Tue.				77	
2	Wed.		1		57	
3	Thu.		8		62	
4	Fri.		1,8		92	
5	Sat.	Weekend	1,8		46	
6	Sun.	Weekend	8		48	
7	Mon.	Holiday			48	
8	Tue.		1,8,10		94	
9	Wed.				74	
10	Thu.				69	
11	Fri.				78	
12	Sat.	Weekend			77	
13	Sun.	Weekend	8		56	
14	Mon.		1,8		52	
15	Tue.		1,8,10		103	
16	Wed.		1,10		66	
17	Thu.		1,8,10		74	
18	Fri.		1,10		86	
19	Sat.	Weekend			73	
20	Sun.	Weekend			45	
21	Mon.				63	
22	Tue.		1,3,10		71	
23	Wed.				70	
24	Thu.				68	
25	Fri.				77	
26	Sat.	Weekend			70	
27	Sun.	Weekend	1,3,10		53	
28	Mon.				71	
29	Tue.				50	
30	Wed.				49	

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

OCTOBER

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Thu.		1,3,10		86	
2	Fri.		10		94	
3	Sat.	Weekend			78	
4	Sun.	Weekend			58	
5	Mon.				50	
6	Tue.		1,3,8,10		68	
7	Wed.				54	
8	Thu.				59	
9	Fri.				88	
10	Sat.	Weekend			80	
11	Sun.	Weekend			36	
12	Mon.	Holiday			51	
13	Tue.				52	
14	Wed.		1		72	
15	Thu.		1,8		71	V-1
16	Fri.				89	
17	Sat.	Weekend			85	
18	Sun.	Weekend	1,8,10		64	
19	Mon.				67	V-1
20	Tue.				60	
21	Wed.				71	
22	Thu.				71	
23	Fri.		1,10		148	
24	Sat.	Weekend			82	
25	Sun.	Weekend	1,10		78	V-1
26	Mon.		1,10		99	
27	Tue.		1,3,10		73	
28	Wed.				50	
29	Thu.		1		55	
30	Fri.				78	
31	Sat.	Weekend			81	

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

NOVEMBER

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Sun.	Weekend			60	M-1
2	Mon.		1,8		60	
3	Tue.				77	V-1
4	Wed.				68	
5	Thu.		1,8,10		86	M-1
6	Fri.		1,3,10		86	
7	Sat.	Weekend			70	
8	Sun.	Weekend			47	
9	Mon.		8		53	
10	Tue.				51	
11	Wed.	Holiday	8		35	
12	Thu.				65	
13	Fri.				83	
14	Sat.	Weekend			72	
15	Sun.	Weekend			57	
16	Mon.				64	P-1
17	Tue.		8,10		56	
18	Wed.		8		52	
19	Thu.				69	
20	Fri.		1		92	
21	Sat.	Weekend			66	V-1
22	Sun.	Weekend			56	
23	Mon.				67	
24	Tue.		1,8,10		85	
25	Wed.		1,8		70	
26	Thu.	Holiday			52	
27	Fri.				43	
28	Sat.	Weekend			69	
29	Sun.	Weekend			45	
30	Mon.				47	

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG (2) HEAVY FOG
(3) THUNDERSTORM (4) ICE PELLETS
(5) HAIL (6) GLAZE
(7) DUSTSTORM (8) SMOKE/HAZE
(9) BLOWING SNOW (10) RAIN
(11) SNOW

DECEMBER

DATE	DAY	DATE TYPE	WEATHER TYPE	SNOW OR ICE ON GROUND (INCHES)	**TRAFFIC ACCIDENTS	***TRAFFIC DEATHS
1	Tue		1,4,10		95	
2	Wed.		1,10		56	
3	Thu.				55	
4	Fri.		1,8,10		111	
5	Sat.	Weekend			81	
6	Sun.	Weekend			42	
7	Mon.				59	
8	Tue.		1,8		53	
9	Wed.				56	
10	Thu.				56	
11	Fri.				80	
12	Sat.	Weekend			64	
13	Sun.	Weekend	8		59	
14	Mon.		1,4,8,10	.1	93	
15	Tue.		1,4,10	1.2	82	
16	Wed.		1,10	.4	88	
17	Thu.		4,8		66	
18	Fri.				75	
19	Sat.	Weekend			81	
20	Sun.	Weekend			53	
21	Mon.		4		50	
22	Tue.		1,4,10		77	
23	Wed.		1		85	
24	Thu.		8		81	
25	Fri.	Holiday	2,8		55	
26	Sat.	Weekend	2,4,10		45	P-1
27	Sun.	Weekend	1,8,10		38	
28	Mon.		2		55	
29	Tue.		8		43	
30	Wed.		8		48	
31	Thu.		1,8,10		90	

* Represents the date an accident resulting in a death occurred, not the date of the death.

TRAFFIC DEATH TYPE

V - VEHICLE
P - PEDESTRIAN
M - MOTORCYCLE
MP - MOPED
B - BICYCLE
O - OTHER

CLIMATOLOGICAL CODES

(1) FOG
(2) HEAVY FOG
(3) THUNDERSTORM
(4) ICE PELLETS
(5) HAIL
(6) GLAZE
(7) DUSTSTORM
(8) SMOKE/HAZE
(9) BLOWING SNOW
(10) RAIN
(11) SNOW

TRAFFIC ACCIDENT BREAKDOWN - CALENDAR YEAR 1981

ROAD CONDITION

CONDITION	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE	TOTAL ACCIDENTS
Dry	39	7,077	11,089	18,205
Wet	10	1,947	2,739	4,696
Icy	0	107	259	366
Repairing	0	15	37	52
Unknown	0	25	402	427
Total	49	9,171	14,526	23,746

VISIBILITY

VISIBILITY CONDITION	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE	TOTAL ACCIDENTS
Dawn/Dusk	1	230	354	585
Night	28	3,665	6,061	9,754
Day	20	5,265	7,779	13,064
Unknown	0	11	332	343
Total	49	9,171	14,526	23,746

STREET LIGHTING

STREET LIGHTS	FATAL ACCIDENTS	NON-FATAL ACCIDENTS	PROPERTY DAMAGE	TOTAL ACCIDENTS
Defective	0	14	22	36
On	29	3,379	5,315	8,723
Off	20	5,337	7,489	12,846
None	0	383	807	1,190
Unknown	0	58	893	951
Total	49	9,171	14,526	23,746

*TRAFFIC ACCIDENT BREAKDOWN BY VEHICLE ACTION FOR YEAR 1981

VEHICLE ACTION	TOTAL VEHICLES INVOLVED	FATAL	NON FATAL	PROPERTY DAMAGE
Backing	1,240	0	143	1,097
Right Turn	1,670	2	481	1,187
Left Turn	3,022	6	1,383	1,633
Stop/Standing In Traffic	3,890	4	2,004	1,882
Parked	7,453	7	1,024	6,422
Pulling From Curb	598	0	113	485
U-Turn	312	1	120	191
Merging	290	0	89	201
Ran Off The Road	454	7	223	224
Changing Lanes Without Caution	1,924	0	541	1,383
Going Straight	22,603	52	10,693	11,858
Overtaking	183	0	65	118
Slowing/Stopping	997	0	576	421
Avoiding	414	0	219	195
Unknown	2,048	2	82	1,964
Other	717	2	245	470
Total	47,815	83	18,001	29,731

TRAFFIC ACCIDENT BREAKDOWN BY NUMBER OF VEHICLES INVOLVED IN ACCIDENTS CALENDAR YEAR 1981

NUMBER OF VEHICLES INVOLVED	TOTAL ACCIDENTS	FATAL	NON FATAL	PROPERTY DAMAGE
One	2,899	29	1,951	919
Two	18,336	13	5,948	12,375
Three	1,953	2	995	956
Four	405	2	203	200
Five	153	3	74	76
Total	23,746	49	9,171	14,526

MULTI-VEHICLE TRAFFIC ACCIDENT STATISTICS

CALENDAR YEAR 1981

CATEGORY	TOTAL
Two Vehicle Traffic Accidents	18,336
Three Vehicle Traffic Accidents	1,953
Four Vehicle Traffic Accidents	405
Five Vehicle Traffic Accidents	153
Total Multi-Vehicle Accidents	20,847

* Does not include police vehicles involved in traffic accidents.

TRAFFIC ACCIDENT BREAKDOWN BY VEHICLE INVOLVEMENT IN TRAFFIC ACCIDENTS

TOTAL NUMBER OF VEHICLES INVOLVED
47,815

REGISTERING JURISDICTION

Washington, D.C.	Maryland	Virginia	Military	Other	Unknown
25,006	11,104	4,696	7	2,627	4,375

AGE OF VEHICLE

2 YEARS AND UNDER	3-4 YEARS	5-6 YEARS	7 YEARS AND OLDER	UNKNOWN
12,078	6,099	4,502	18,619	6,517

*TYPE OF VEHICLES INVOLVED IN TRAFFIC ACCIDENTS

TYPE OF VEHICLE	FATAL	NON-FATAL	PROPERTY DAMAGE	NUMBER OF VEHICLES
Passenger Auto	60	15,457	24,244	39,761
Taxi Cab	3	505	1,169	1,677
Bus	1	301	849	1,151
Truck	7	1,074	2,170	3,251
Bicycle	1	473	48	522
Motorcycle	8	320	67	395
Fire Engine	0	4	26	30
Ambulance	0	9	30	39
Moped	0	40	10	50
Fixed Object	0	0	1	1
Unknown Type	2	69	1,906	1,977
*Other	0	35	84	119
Total	82	18,287	30,604	48,973

* Includes police vehicles involved in traffic accidents.

SUMMARY OF TRAFFIC DEATHS FOR CALENDAR YEAR 1981

ROAD SURFACE (TIME OF ACCIDENT)

ROAD SURFACE	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Dry	14	17	7	1	0	39
Wet	2	9	1	0	0	12
Total	16	26	8	1	0	51

VISIBILITY (TIME OF ACCIDENT)

VISIBILITY	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Day	6	13	4	1	0	24
Night	10	13	4	0	0	27
Total	16	26	8	1	0	51

SEX OF DECEDENT

SEX	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Male	12	15	8	1	0	36
Female	4	11	0	0	0	15
Total	16	26	8	1	0	51

TYPE LOCATION WHERE TRAFFIC FATALITIES OCCURRED

LOCATION	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Intersection	7	5	3	0	0	15
Between Intersections	7	16	5	0	0	28
Expressway	0	1	0	0	0	1
Bridge	0	0	0	1	0	1
Overpass	0	0	0	0	0	0
Circle	0	0	0	0	0	0
Parkway	1	3	0	0	0	4
Alley	0	0	0	0	0	0
Other	1	1	0	0	0	2
Total	17	26	8	1	0	51

*SEASONAL BREAKDOWN OF TRAFFIC FATALITIES

SEASON	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
Winter (December 22, 1980-March 20, 1981)	3	4	2	0	0	9
Spring (March 21, 1981-June 20, 1981)	7	11	3	1	0	22
Summer (June 21, 1981-September 21, 1981)	3	15	1	0	0	9
Fall (September 22, 1981-December 21, 1981)	3	6	2	0	0	11
Total	16	26	8	1	0	51

* Based on date of death.

TRAFFIC ACCIDENT INJURY BREAKDOWN - CALENDAR YEAR 1981

SEAT BELT USAGE

SEAT BELT	FATALITIES	NON-FATAL ACCIDENTS	TOTAL INJURED	TOTAL ACCIDENTS
Installed, In Use	7	1,211	1,218	927
Installed, Not In Use	16	9,001	9,017	5,534
Not Installed	6	1,152	1,158	771
Air Bag Installed	0	6	6	5
Seat Belt Failure	1	257	258	171
Unknown	21	1,904	1,926	1,588
Total	51	13,531	13,583	8,996

TRAFFIC FATALITY SUMMARY FOR CALENDAR YEAR 1981

* HIT AND RUN ** MULTIPLE FATAL ACCIDENT

FATALITY #	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
1.	01-01-81	01-01-81	Veh.	F	57	DUI/Red Light Speeding	Yes	Intersection - Wisconsin Ave. & Woodley Rd., N.W.
2.	01-15-81	01-15-81	Veh.	M	47	Speeding	Yes	Military Rd., 679' east of Oregon Ave., N.W.
3.	02-20-81	02-22-81	Ped.	M	40	Ped. Violation	No	Michigan Ave., 351' east of 1st St., N.W.
4.	03-08-80	02-25-81	Veh.	M	58	Fail to Maintain Proper Control of Veh.	No	1st St., N.W., 1103' south of Michigan Ave., N.E.
5.	02-28-81	02-28-81	Ped.	M	15	Ped. Violation	No	46th Pl., 78' north of G St., S.E.
6.	03-01-81	03-01-81	M/C	M	44	Fail to Yield R.O.W. to Veh.	Yes	Eastern Ave. at 50th St., N.E.
7.	03-08-81	03-08-81	Ped.	F	17	Speeding	No	Intersection - 25th & K Sts., N.W.
8.	03-01-81	03-07-81	M/C	M	43	Fail to Yield R.O.W. to Veh.	Yes	Eastern Ave. at 50th St., N.E.
9.	03-16-81	03-16-81	Veh.	M	22	Fail to Maintain Proper Lane	No	New York Ave., 334' east of Brentwood Parkway, N.E.
*10.	03-25-81	03-25-81	Ped.	M	31	Ped. Violation	Yes	12th St., 42' south of Girard St., N.E.
11.	03-26-81	03-26-81	Veh.	F	80	Fail to Maintain Proper Control of Veh.	No	11th St. & North Carolina Ave., S.E.
12.	04-01-81	04-01-81	Veh.	M	24	DUI/Speeding	Yes	Piney Branch Rd. at Eastern Ave., N.W.

FATALITY #	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
13.	04-01-81	04-01-81	Ped.	M	94	Fail to Yield R.O.W. to Ped.	No	Intersection - Tunlaw Rd. & Calvert St., N.W.
14.	04-02-81	04-02-81	Ped.	M	53	Ped. Violation	Yes	Neal St. at Orren St., N.E.
15.	04-05-81	04-05-81	M/C	M	21	Fail to Maintain Proper Control of Veh.	No	Riggs Rd., 83' south of Eastern Ave., N.E.
*16.	04-15-81	04-15-81	Ped.	M	24	Hit & Run	No	Rock Creek Parkway & Massachusetts Ave., N.W.
17.	04-17-81	04-17-81	Veh.	M	21	Speeding/Operating Wrong Side of Roadway	No	Sheriff Rd., 61' east of 49th Pl., N.E.
18.	04-25-81	04-25-81	M/C	M	34	Speeding	Yes	3600 New York Ave., N.E., 100' west of Bridge #563
19.	04-07-81	04-27-81	Ped.	M	41	Ped. Violation	No	Adams Mill Rd. & Calvert St., N.W.
*20.	05-01-81	05-01-81	Ped.	F	38	Ped. Violation	No	9th St., 72' north of R St., N.W.
21.	05-18-81	05-18-81	Veh.	F	25	Speeding/Fail to Maintain Proper Control of Veh.	No	Military Rd., 270' west of 33rd St., N.W.
**22.	05-22-81	05-22-81	Veh.	M	19	DUI/Speeding	Yes	Massachusetts Ave., 194' southeast of 46th St., N.W.
**23.	05-22-81	05-23-81	Veh.	M	40	DUI/Speeding	Yes	Massachusetts Ave., 194' southeast of 46th St., N.W.
24.	05-26-81	05-26-81	Veh	F	40	Speeding	No	6th St., 153' south of Penn St., N.E.

FATALITY #	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
25.	05-29-81	05-29-81	Veh.	F	64	Fail to Yield R.O.W. to Veh.	No	Intersection - 13th St. and Taylor St., N.W.
26.	06-09-81	06-10-81	Ped.	F	66	Fail to Yield R.O.W. to Ped.	No	Intersection - 17th St. and Pennsylvania Ave., N.W.
27.	06-06-81	06-12-81	Veh.	F	25	Speeding	No	Branch Ave., 164' south of Pennsylvania Ave., S.E.
28.	06-04-81	06-15-81	M/C	M	33	Speeding	No	Benning Rd., 56' west of 19th St., N.E.
29.	06-19-81	06-19-81	B/C	M	25	DUI/Reckless Driving	Yes	Sousa Bridge, 198' east of west end of Bridge
**30.	06-20-81	06-20-81	Veh.	M	23	DUI/Speeding	Yes	Independence Ave., 160' west of 15th St., N.W.
**31.	06-20-81	06-20-81	Veh.	F	17	DUI/Speeding	Yes	Independence Ave., 160' west of 15th St., N.W.
32.	06-23-81	06-23-81	Veh.	F	22	Speeding	No	Interstate Rte. #295, 374' north of the Oxon Run Bridge
33.	06-29-81	07-10-81	Ped.	F	3	Ped. Violation	No	Benning Rd., N.E., 152' south of B St., S.E.
34.	07-11-81	07-12-81	M/C	M	25	Speeding	No	Broad Branch Rd., 1/10 mile south of 27th St., N.W.
35.	07-23-81	07-23-81	Veh.	M	69	Fail to Maintain Proper Control of Veh.	No	G.W. Parkway, .25 mile west of Chain Bridge, N.W.
36.	08-02-81	08-02-81	Veh.	M	27	Speeding	Yes	Dalecarlia Parkway, 230' north of Little Falls Rd., N.W.

FATALITY #	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
37.	07-29-81	08-02-81	Ped.	M	75	Ped. Violation	No	Georgia Ave. and Newton Pl., N.W.
***38.	12-10-80	12-18-80	Ped.	M	28	Ped. Violation	No	100 block of Hawaii Ave., N.E.
*38.	08-19-81	08-20-81	Ped.	F	3	Ped. Violation Speeding	No	Newton Pl., 312' east of New Hampshire Ave., N.W.
39.	08-26-81	08-26-81	Veh.	F	26	Fail/Full Time Time & Attention Speeding	No	Alabama Ave., 492' north of Q St., S.E.
40.	08-29-81	08-29-81	Veh.	F	20	Operating/Wrong Side of Roadway Speeding DUI/Drugs	No	South Dakota Ave., 334' northwest of 16th St., N.E.
41.	08-31-81	09-05-81	Ped.	M	6	Ped. Violation	No	1st St., 219' north of N St., S.W.
42.	10-15-81	10-19-81	Veh.	M	30	Fail to Yield R.O.W. to Veh. DUI	Yes	Suitland Parkway and Stanton Rd., S.E.
43.	10-19-81	10-24-81	Veh.	M	71	Fail to Maintain Proper Control of Veh.	No	Front - 1514 7th St., N.W.
44.	10-25-81	10-25-81	Veh.	F	11	Manslaughter Speeding	No	Northbound Exit Ramp from Rte. 395 Tunnel, N.W.
45.	10-31-81	10-31-81	Veh.	M	41	Manslaughter DUI	Yes	M.L. King, Jr. Ave., 83' north of Eaton Rd., S.E.
46.	11-01-81	11-02-81	M/C	M	33	Fail to Yield R.O.W. to Veh.	No	16th St. and Kennedy St., N.W.
47.	11-03-81	11-04-81	Veh.	M	19	Fail to Yield R.O.W. to Veh.	No	Rhode Island Ave. and Reed St., N.E.

FATALITY #	DATE OF ACCIDENT	DATE OF DEATH	TYPE	SEX	AGE	CONTRIBUTING FACTOR	ALCOHOL INVOLVEMENT	LOCATION
48.	11-05-81	11-12-81	M/C	M	18	Speeding	No	Wheeler Rd., 111' south of Varney St., S.E.
49.	11-21-81	11-21-81	Veh.	M	38	Fail to Maintain Proper Control of Veh.	Yes	South Capitol St., 181' south of Overlook Dr., S.W.
50.	11-16-81	11-29-81	Ped.	M	19	Ped. Violation	No	22nd St. and P St., N.W.
*51.	12-26-81	12-26-81	Ped.	M	32	Pending	No	1st St., 54' north of Patterson St., N.E.
***47.	12-10-80	12-18-80	Ped.	M	28	Hit & Run	No	100 block of Hawaii Ave., N.E.

*** Represents adjustment in 1980 fatality count. This reflects a change from 46 to 47 for Calendar Year 1980.

POLICE CALLS FOR TRAFFIC ACCIDENTS

CALENDAR YEAR 1981

The Metropolitan Police Department does not require reports for all traffic accidents that occur (see page 2 for reporting procedures). To provide a more accurate picture of traffic accidents in or near intersections, bridges, street addresses, et cetera, any location receiving a minimum of 36 calls for traffic accidents during calendar year 1981 has been listed. The locations are listed by police district indicating the number of traffic accident reports taken, the accidents for which no report was taken and the total calls received by the Communications Division for each location. A small percentage of the calls are duplicates for the same accident.
The listings begin on the next page.

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

FIRST DISTRICT

LOCATION	REPORTS	NO. REPORTS	TOTAL CALLS
1st St. & Florida Ave., N.W.	15	24	39
1st St. & New York Ave., N.W.	32	45	77
2nd Street & H Street, N.W.	23	19	42
2nd St. & Massachusetts Ave., N.W.	22	15	37
3rd Street & H Street, N.W.	22	22	44
3rd Street & K Street, N.W.	10	32	42
3rd St. & Massachusetts Ave., N.W.	26	41	67
3rd Street Tunnel, N.W.	55	50	105
4th Street & Florida Ave., N.W.	9	31	40
7th Street & L Street, N.W.	30	30	60
9th St. & Constitution Ave., N.W.	25	27	52
9th Street & E Street, N.W.	18	22	40
9th Street & H Street, N.W.	14	24	38
9th Street & New York Ave., N.W.	16	27	43
9th Street & Pennsylvania Ave., N.W.	28	45	73
12th St. & Constitution Ave., N.W.	31	43	74
12th St. & New York Ave., N.W.	31	29	60
13th Street & H Street, N.W.	15	21	36
13th Street & K Street, N.W.	24	23	47
13th Street & L Street, N.W.	19	32	51
14th Street & Constitution Ave., N.W.	35	79	114
14th Street & F Street, N.W.	12	27	39
14th Street & H Street, N.W.	16	38	54
14th Street & L Street, N.W.	29	61	90
14th Street & New York Ave., N.W.	17	31	48
14th St. & Pennsylvania Ave., N.W.	17	42	59
South Capitol Street Bridge, S.E.	22	53	75
3rd Street & Southwest Freeway, S.W.	10	38	48
6th Street & Southwest Freeway, S.W.	16	32	48
7th St. & Independence Ave., S.W.	23	32	55
7th St. & Southwest Freeway, S.W.	17	38	55
12th St. & Independence Ave., S.W.	12	25	37
12th St. & Southwest Freeway, S.W.	28	54	82
14th St. & Independence Ave., S.W.	29	58	87
South Capitol St. & I St., S.W.	25	49	74
South Capitol St. & Southwest Freeway, S.W.	17	51	68

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

SECOND DISTRICT

LOCATION	REPORTS	NO. REPORTS	TOTAL CALLS
14th St. & I St., N.W.	15	35	50
14th St. & K St., N.W.	22	63	85
15th St. & Constitution Ave., N.W.	15	43	58
15th St. & H St., N.W.	10	27	37
15th St. & K St., N.W.	21	31	52
15th St. & Pennsylvania Ave., N.W.	26	54	80
16th St. & K St., N.W.	28	58	86
17th St. & I St., N.W.	11	26	37
17th St. & K St., N.W.	25	38	63
17th St. & Pennsylvania Ave., N.W.	14	46	60
18th St. & K St., N.W.	30	46	76
18th St. & Pennsylvania Ave., N.W.	16	23	39
19th St. & E St., N.W.	15	25	40
19th St. & K St., N.W.	19	38	57
19th St. & M St., N.W.	10	46	56
19th St. & Pennsylvania Ave., N.W.	17	27	44
20th St. & K St., N.W.	20	40	60
20th St. & M St., N.W.	12	24	36
20th St. & Pennsylvania Ave., N.W.	16	36	52
21st St. & K St., N.W.	15	28	43
23rd St. & Washington Circle, N.W.	13	23	36
31st St. & M St., N.W.	25	28	53
33rd St. & M St., N.W.	12	37	49
34th St. & M St., N.W.	18	27	45
34th St. & Massachusetts Ave., N.W.	26	45	71
49th St. & Massachusetts Ave., N.W.	11	30	41
Connecticut Ave. & Calvert St., N.W.	18	43	61
Wisconsin Ave. & Calvert St., N.W.	16	33	49
Connecticut Ave. & Chevy Chase Cir., N.W.	6	44	50
Connecticut Ave. & Dupont Cir., N.W.	14	29	43
Connecticut Ave. & Florida Ave., N.W.	15	42	57
Connecticut Ave. & K St., N.W.	26	28	54
Connecticut Ave. & McKinley St., N.W.	12	30	42
Connecticut Ave. & Military Rd., N.W.	19	31	50
Connecticut Ave. & Van Ness St., N.W.	16	51	67
Wisconsin Ave. & Jenifer St., N.W.	15	40	55
3200 M St., N.W.	13	23	36
Wisconsin Ave. & M St., N.W.	45	85	130
Key Bridge & M St., N.W.	13	32	45
Massachusetts Ave. & Nebraska Ave., N.W.	11	33	44
Massachusetts Ave. & Observatory Cir., N.W.	15	27	42
Wisconsin Ave. & Massachusetts Ave., N.W.	16	44	60
Wisconsin Ave. & N St., N.W.	15	26	41
Wisconsin Ave. & Newark St., N.W.	14	23	37
Wisconsin Ave. & Van Ness St., N.W.	12	30	42
Wisconsin Ave. & Western Ave., N.W.	17	69	86
Key Bridge, N.W.	26	72	98
Roosevelt Bridge, N.W.	13	64	77
14th St. Bridge, S.W.	83	348	431

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

THIRD DISTRICT

LOCATION	REPORTS	NO. REPORTS	TOTAL CALLS
7th St. & Florida Ave., N.W.	19	21	40
7th St. & Rhode Island Ave., N.W.	16	20	36
9th St. & N St., N.W.	27	36	63
9th St. & U St., N.W.	19	17	36
12th St. & L St., N.W.	17	19	36
12th St. & Massachusetts Ave., N.W.	10	27	37
12th St. & N St., N.W.	24	28	52
12th St. & Rhode Island Ave., N.W.	14	26	40
13th St. & Fairmont St., N.W.	12	26	38
13th St. & Massachusetts Ave., N.W.	17	26	43
13th St. & U St., N.W.	21	32	53
14th St. & Florida Ave., N.W.	15	26	41
14th St. & Q St., N.W.	16	29	45
14th St. & Rhode Island Ave., N.W.	14	31	45
14th St. & Thomas Circle, N.W.	24	41	65
14th St. & U St., N.W.	34	31	65
15th St. & Massachusetts Ave., N.W.	13	23	36
16th St. & Columbia Rd., N.W.	12	31	43
16th St. & Euclid St., N.W.	21	26	47
16th St. & Q St., N.W.	15	25	40
16th St. & R St., N.W.	11	25	36
16th St. & U St., N.W.	17	20	37
18th St. & Columbia Rd., N.W.	13	56	69
18th St. & Florida Ave., N.W.	13	23	36
Connecticut Ave. & R St., N.W.	13	24	37
Georgia Ave. & Harvard St., N.W.	9	30	39

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

FOURTH DISTRICT

LOCATION	REPORTS	NO. REPORTS	TOTAL CALLS
16th St. & Alaska Ave., N.W.	14	26	40
16th St. & Aspen St., N.W.	16	20	36
16th St. & Irving St., N.W.	20	35	55
16th St. & Park Rd., N.W.	15	25	40
Georgia Ave. & Eastern Ave., N.W.	16	34	50
Georgia Ave. & Kenyon St., N.W.	21	21	42
Georgia Ave. & Missouri Ave., N.W.	18	43	61
Georgia Ave. & New Hampshire Ave., N.W.	25	32	57
Georgia Ave. & Piney Branch Rd., N.W.	22	25	47
New Hampshire Ave. & Missouri Ave., N.W.	19	30	49
4th St. & Michigan Ave., N.E.	20	31	51
New Hampshire Ave. & Eastern Ave., N.W.	35	46	81
North Capitol St. & Michigan Ave., N.E.	18	39	57
North Capitol St. & Riggs Rd., N.E.	15	24	39
South Dakota Ave. & Riggs Rd., N.E.	17	27	44

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

FIFTH DISTRICT

LOCATION	REPORTS	NO. REPORTS	TOTAL CALLS
Rhode Island Ave. & Florida Ave., N.W.	12	32	44
4th St. & New York Ave., N.E.	23	34	57
4th St. & Rhode Island Ave., N.E.	19	36	55
6th St. & Florida Ave., N.E.	20	20	40
8th St. & H St., N.E.	23	31	54
12th St. & Rhode Island Ave., N.E.	7	29	36
13th St. & Rhode Island Ave., N.E.	14	26	40
14th St. & H St., N.E.	13	32	45
17th St. & Benning Rd., N.E.	29	50	79
17th St. & Bladensburg Rd., N.E.	17	26	43
19th St. & Benning Rd., N.E.	22	20	42
Benning Rd. & Oklahoma Ave., N.E.	36	26	62
New York Ave. & Bladensburg Rd., N.E.	103	209	312
South Dakota Ave. & Bladensburg Rd., N.E.	45	72	117
700 Constitution Ave., N.E.	6	63	69
New York Ave. & Kendall St., N.E.	16	20	36
South Dakota Ave. & Monroe St., N.E.	14	23	37
New York Ave. & Montana Ave., N.E.	29	49	78
West Virginia Ave. & Mt. Olivet Rd., N.E.	18	24	42
New York Ave. & South Dakota Ave., N.E.	35	76	111
New York Ave. & West Virginia Ave., N.E.	11	38	49
South Dakota Ave. & Rhode Island Ave., N.E.	14	23	37
Capitol Hill Hospital, N.E.	3	148	151

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

SIXTH DISTRICT

LOCATION	REPORTS	NO. REPORTS	TOTAL CALLS
34th St. & Benning Rd., N.E.	32	39	71
Benning Rd. & Anacostia Ave., N.E.	19	17	36
Benning Rd. & East Capitol St., N.E.	11	38	49
Interstate Rte. 295 & Benning Rd., N.E.	76	74	150
Kenilworth Ave. & Benning Rd., N.E.	12	41	53
Minnesota Ave. & Benning Rd., N.E.	33	54	87
Kenilworth Ave. & Burroughs Ave., N.E.	10	28	38
Minnesota Ave. & Burroughs Ave., N.E.	21	26	47
Interstate Rte. 295 & East Capitol St., N.E.	24	31	55
Kenilworth Ave. & Eastern Ave., N.E.	19	90	109
Sheriff Rd. & Eastern Ave., N.E.	10	28	38
Kenilworth Ave. & Hayes St., N.E.	17	21	38
28th St. & Pennsylvania Ave., S.E.	13	23	36
Benning Rd. & East Capitol St., S.E.	19	23	42
Interstate Rte. 295 & East Capitol St., S.E.	24	34	58
3200 Pennsylvania Ave., S.E.	13	25	38

CALLS FOR SERVICE FOR TRAFFIC ACCIDENTS

SEVENTH DISTRICT

LOCATION	REPORTS	NO. REPORTS	TOTAL CALLS
23rd St. & Alabama Ave., S.E.	12	35	47
27th St. & Pennsylvania Ave., S.E.	15	26	41
Alabama Ave. & Branch Ave., S.E.	28	23	51
Alabama Ave. & Naylor Rd., S.E.	17	27	44
Pennsylvania Ave. & Alabama Ave., S.E.	17	48	65
Alabama Ave. & Stanton Rd., S.E.	20	30	50
South Capitol St. & Atlantic St., S.E.	17	27	44
Pennsylvania Ave. & Branch Ave., S.E.	68	95	163
Pennsylvania Ave. & Fairlawn Ave., S.E.	13	28	41
Suitland Parkway & Firth Sterling Ave., S.E.	24	26	50
Interstate Rte. 295 & Howard Rd., S.E.	23	42	65
M.L. King, Jr. Ave. & Howard Rd., S.E.	18	23	41
Interstate Rte. 295 & Pennsylvania Ave., S.E.	52	116	168
Interstate Rte. 295 & Portland St., S.E.	54	88	142
Interstate Rte. 295 & South Capitol St., S.E.	11	57	68
Interstate Rte. 295 & Suitland Parkway, S.E.	26	60	86
Interstate Rte. 295 & 11th Street Bridge, S.E.	15	44	59
2700 M.L. King, Jr. Ave., S.E.	43	60	103
M.L. King, Jr. Ave. & Portland St., S.E.	33	50	83
M.L. King, Jr. Ave. & South Capitol St., S.E.	17	23	40
M.L. King, Jr. Ave. & Talbert St., S.E.	10	28	38
Pennsylvania Ave. & Minnesota Ave., S.E.	59	127	186
Pennsylvania Ave. & Southern Ave., S.E.	25	27	52
South Capitol St. & Portland St., S.E.	29	48	77
South Capitol St. & Southern Ave., S.E.	15	27	42
800 Southern Avenue, S.E.	11	28	39
1310 Southern Avenue, S.E.	19	45	64
Southern Ave. & Wheeler Rd., S.E.	21	32	53
Suitland Parkway & Stanton Rd., S.E.	31	53	84
11th Street Bridge, S.E.	55	106	161
Sousa Bridge, S.E.	24	54	78
Interstate Rte. 295 & Overlook Ave., S.W.	14	22	36
Woodrow Wilson Bridge, S.W.	10	26	36

III

COMPARATIVE TRAFFIC STATISTICS FOR PREVIOUS YEARS AND SIMILAR CITIES

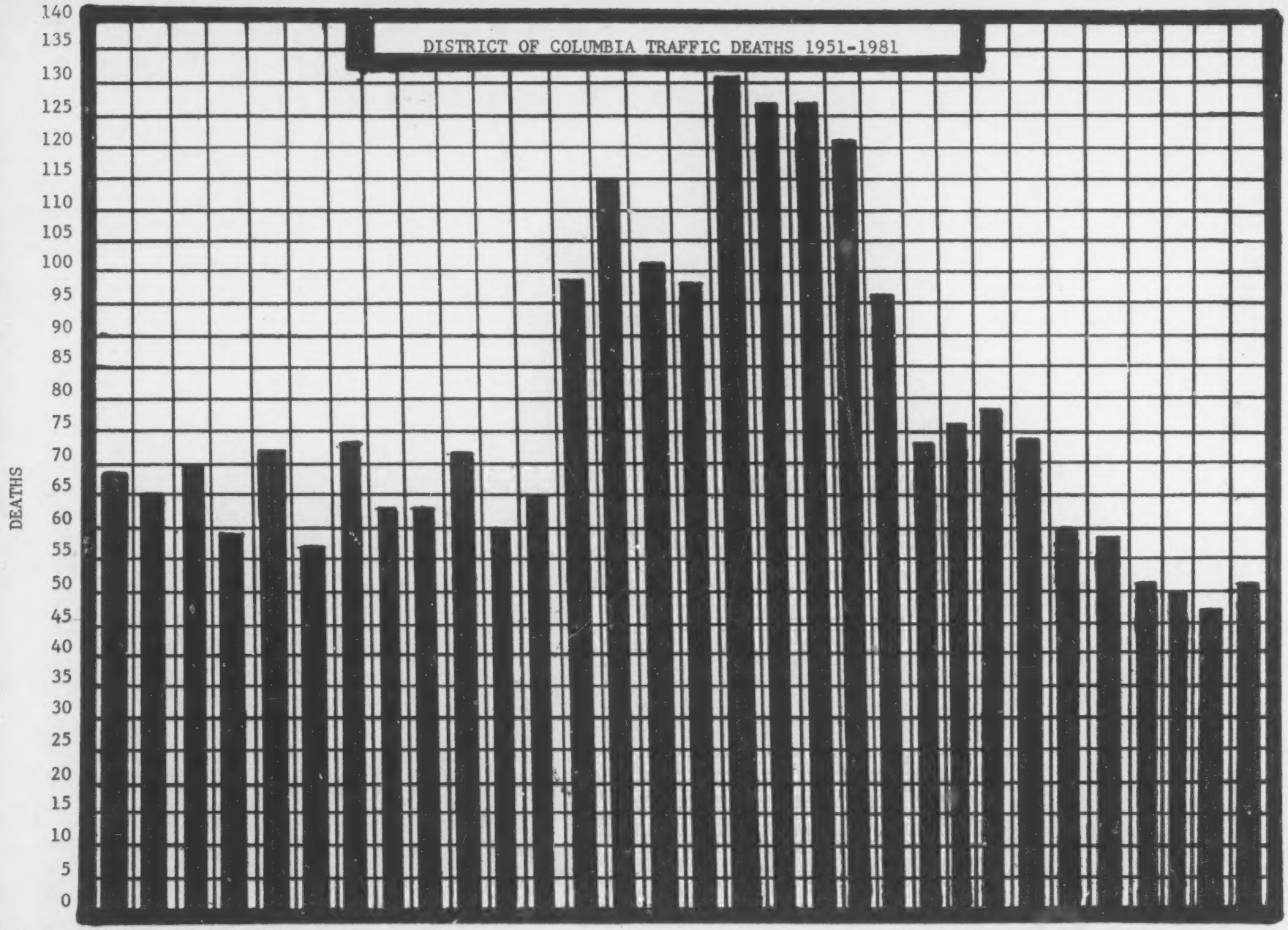
STATISTICAL SUMMARY OF TRAFFIC ACCIDENTS

RECORDED IN THE DISTRICT OF COLUMBIA

In the District of Columbia, 51 people were killed in traffic accidents, an increase of 8% from the 47 people killed in traffic accidents, in 1980. Traffic deaths in the District of Columbia have increased for the first time since 1974.

Presently, the District of Columbia continues to show an overall low in traffic deaths and traffic accidents.

YEAR	TRAFFIC DEATHS	PEDESTRIAN DEATHS	TOTAL ACCIDENTS	INJURY ACCIDENTS	PERSONS INJURED	PEDESTRIANS INJURED
1951	68	42	15,312	4,777	6,003	2,110
1952	65	51	16,782	5,088	6,469	2,193
1953	70	47	17,507	5,109	6,365	2,257
1954	59	38	17,563	5,038	6,287	2,116
1955	72	41	20,049	5,588	7,056	2,124
1956	57	36	20,006	5,619	7,239	2,148
1957	73	41	19,185	5,417	7,023	2,035
1958	63	30	19,545	5,432	7,080	2,081
1959	63	44	22,061	6,187	8,076	2,240
1960	72	38	21,365	5,877	7,822	1,375
1961	60	26	23,042	6,236	8,350	1,979
1962	65	35	25,290	6,735	9,095	1,988
1963	98	53	27,957	7,573	10,320	2,158
1964	115	55	29,252	7,866	10,855	2,117
1965	101	35	29,414	7,518	10,333	1,985
1966	97	40	31,709	7,725	11,216	2,152
1967	131	57	34,219	8,063	11,428	2,168
1968	127	50	35,709	7,563	11,149	2,055
1969	127	56	38,685	7,028	10,054	1,971
1970	121	59	38,366	Not Avail.	9,571	Not Avail.
1971	96	45	38,189	9,949	10,007	1,879
1972	73	31	37,937	7,190	10,095	1,612
1973	76	34	34,477	7,379	10,380	1,688
1974	78	35	24,809	6,764	9,227	1,465
1975	74	38	25,300	7,387	10,465	1,429
1976	60	34	24,485	7,227	10,400	1,265
1977	58	29	23,947	7,737	11,013	1,142
1978	51	24	24,701	7,157	10,199	1,170
1979	50	25	24,211	8,775	9,983	1,189
1980	47	17	23,761	8,854	12,886	1,316
1981	51	16	23,746	9,171	13,583	927


DISTRICT OF COLUMBIA TRAFFIC DEATHS 1951-1981
DEATHS
140
135
130
125
120
115
110
105
100
95
90
85
80
75
70
65
60
55
50
45
40
35
30
25
20
15
10
5
0
YEARS
1951 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81

MONTHLY BREAKDOWN OF TRAFFIC ACCIDENTS

MONTH	1977	1978	1979	1980	1981
January	2,020	2,106	2,093	1,815	1,808
February	1,627	1,601	1,896	1,868	1,808
March	1,946	2,102	1,973	1,903	1,899
April	1,994	1,950	1,864	2,014	2,029
May	2,075	2,270	2,200	2,121	2,004
June	1,907	2,156	1,905	2,058	2,086
July	2,096	2,136	1,886	2,000	2,031
August	1,948	2,051	2,005	2,104	2,105
September	2,001	1,988	2,216	1,870	1,952
October	2,222	2,173	2,067	2,032	2,302
November	2,061	1,857	1,956	1,938	1,811
December	2,050	2,311	2,150	2,033	1,911
Total	23,947	24,701	24,211	23,761	23,746

MONTHLY TRAFFIC ACCIDENT HIGH AND LOW DAYS

CALENDAR YEAR 1981

MONTH	*HIGHEST DAY (ACCIDENTS)	*LOWEST DAY (ACCIDENTS)	DAILY AVERAGE
January	102	34	58
February	96	36	61
March	101	36	62
April	95	40	69
May	118	39	69
June	90	45	68
July	107	46	69
August	110	43	65
September	103	45	67
October	148	36	72
November	92	35	63
December	111	42	67

* Statistics represent raw accident data. Raw accident statistics differ slightly from finalized traffic accident data.

DISTRICT OF COLUMBIA HOLIDAY TRAFFIC ACCIDENTS

CALENDAR YEAR 1980

HOLIDAY	BEGINNING 6 P.M.	ENDING MIDNIGHT	HOURS	TRAFFIC FATALITIES	ALCOHOL DEATHS	*TRAFFIC ACCIDENTS
New Year's Day	Friday 12/28/79	Tuesday 01/01/80	102	0	0	233
George Washington Birthday	Friday 02/15/80	Monday 02/18/80	78	0	0	197
Memorial Day	Friday 05/23/80	Monday 05/26/80	78	0	0	282
Independence Day	Thursday 07/03/80	Friday 07/03/80	30	0	0	174
Labor Day	Friday 08/29/80	Monday 09/01/80	78	0	0	218
Columbus Day	Friday 10/10/80	Monday 10/13/80	78	1	0	278
Veterans Day	Monday 11/10/80	Tuesday 11/11/80	30	0	0	115
Thanksgiving Day	Wednesday 11/26/80	Sunday 11/30/80	102	0	0	306
Christmas Day	Wednesday 12/24/80	Sunday 12/28/80	102	1	0	328
			678	2	0	2,131

* Based on raw accident data.

Note: These accidents cover the entire holiday period. For information regarding accidents occurring on the holiday only, refer to the traffic accidents by day of the month section.

SEX OF DRIVERS INVOLVED IN TRAFFIC ACCIDENTS

YEAR	FEMALE DRIVERS	% OF TOTAL	MALE DRIVERS	% OF TOTAL	*DRIVER SEX UNKNOWN	% OF TOTAL	TOTAL DRIVERS INVOLVED
1971	15,805	19.6	54,992	71.5	6,862	8.9	76,939
1972	15,617	20.4	53,990	70.5	6,950	9.1	76,557
1973	14,037	20.2	47,135	68.0	8,192	11.8	69,364
1974	8,443	18.6	28,732	63.2	8,303	18.2	45,478
1975	9,142	18.0	30,675	60.5	10,879	21.5	50,696
1976	8,870	18.0	29,027	58.9	11,398	23.1	49,295
1977	8,871	18.5	27,229	56.8	11,818	24.7	47,918
1978	8,962	18.1	27,835	56.2	12,768	25.8	49,565
1979	8,756	18.0	26,630	54.9	13,133	27.1	48,519
1980	8,665	18.2	25,835	54.3	13,065	27.5	47,565
1981	8,721	18.2	25,957	54.3	13,137	27.5	47,815

AGE OF DRIVERS INVOLVED IN TRAFFIC ACCIDENTS

DRIVER AGE	1977	1978	1979	1980	1981
0 - 15 years	370	287	290	299	308
16 - 17 years	703	723	610	630	584
18 - 19 years	1,467	1,536	1,358	1,425	1,338
20 - 24 years	6,052	6,271	5,969	5,582	5,449
25 - 34 years	12,219	12,438	12,096	11,858	11,885
35 - 44 years	6,149	6,387	6,208	6,272	6,604
45 - 54 years	4,087	4,019	3,894	3,632	3,715
55 - 64 years	2,579	2,707	2,538	2,437	2,434
65 - 74 years	1,015	1,013	1,021	1,077	1,026
75 and over	221	242	259	258	314
*Unknown Age	13,056	13,942	14,276	14,095	14,158
Total	47,918	49,565	48,519	47,565	47,815

* Many of the unknown drivers were involved in Hit and Run Accidents.

DRIVER INVOLVEMENT IN TRAFFIC ACCIDENTS

CALENDAR YEARS 1972-1981

DRIVER'S RESIDENCE

YEAR	WASHINGTON, D.C.	PERCENT	MARYLAND	PERCENT	VIRGINIA	PERCENT	OTHER	PERCENT	*UNKNOWN	PERCENT
1972	43,395	56.7%	16,529	21.6%	5,795	7.5%	4,027	5.3%	6,811	8.9%
1973	37,768	54.4%	15,447	22.3%	5,352	7.7%	2,333	3.4%	8,464	12.2%
1974	24,616	49.5%	10,259	20.6%	3,541	7.1%	1,383	2.8%	9,879	19.9%
1975	23,946	47.2%	10,4?2	20.6%	3,527	6.9%	1,304	2.6%	11,487	22.7%
1976	21,298	43.2%	11,082	22.5%	3,574	7.2%	1,325	2.7%	12,016	24.4%
1977	19,884	41.5%	10,437	21.8%	3,575	7.5%	1,337	2.8%	12,685	26.4%
1978	19,641	39.6%	11,014	22.2%	3,713	7.5%	1,391	2.8%	13,806	27.9%
1979	19,198	39.6%	10,507	21.7%	3,425	7.1%	1,210	2.5%	14,179	29.2%
1980	18,597	39.1%	10,179	21.4%	3,616	7.6%	1,183	2.5%	13,990	29.4%
1981	18,705	39.1%	10,342	21.6%	3,496	7.3%	1,183	2.5%	14,089	29.5%

* Driver's residence not stated on accident report. Driver information on hit and run traffic accidents is generally unavailable.

STATISTICAL SUMMARY OF THE HIGHEST AND LOWEST YEARS FOR TRAFFIC STATISTICS

The below statistics represent the highs and lows for traffic accident statistics in the District of Columbia as compared with traffic accident and traffic safety statistics for Calendar Year 1981.

These statistics are based on the Calendar Year beginning 1969 to 1981.

CATEGORY	HIGHEST YEAR	LOWEST YEAR	1981
All Traffic Accidents	38,366 (1970)	23,746 (1981)	23,746
All Traffic Deaths	121 (1970)	47 (1980)	51
Pedestrian Deaths	59 (1970)	16 (1980)	17
Motor Vehicle Deaths	68 (1969)	20 (1978 1979)	26
Motorcycle Deaths	9 (1973)	1 (1980)	8
*Moped Deaths	1 (1980)	0 (1981)	0
Injury Accidents	9,949 (1971)	7,157 (1978)	9,191
Persons Injured	11,013 (1977)	9,227 (1974)	13,583
Pedestrians Injured	1,971 (1969)	927 (1981)	927

* The District of Columbia recorded its first moped fatality in history during Calendar Year 1980.

HIT AND RUN ACCIDENTS

The bulk of hit and run accidents are the result of a magnitude of circumstances, situations and events.

An unknown but apparently significant number of operators of hit and run vehicles are believed to be persons driving under the influence of alcohol who strike parked autos during the early morning hours and flee the scene in their crippled autos or on foot to avoid detection. The Hit and Run Investigation Unit has received numerous false reports of stolen autos made by the owners of hit and run vehicles who have fled the scene of these accidents and who fear detection and apprehension.

Other situations that often result in hit and run accidents are:

(1) Operator not licensed to drive.
(2) Operator suspended or previously revoked.
(3) Operator panicked under stress situation.
(4) Operator violating traffic regulations prior to accident.
(5) Operator fearful of traffic citation or license restrictions.

PERCENTAGE OF HIT AND RUN ACCIDENTS AS COMPARED TO ACCIDENTS WHERE POLICE REPORTS WERE TAKEN CALENDAR YEAR 1981

YEAR	HIT & RUN ACCIDENTS	ALL ACCIDENTS REPORTED TO POLICE	% HIT & RUN
1976	6,336	24,485	25.9%
1977	7,535	23,947	31.5%
1978	7,004	24,701	28.4%
1979	7,022	24,273	28.9%
1980	6,917	23,761	29.1%
1981	7,039	23,746	29.6%

TRAFFIC ACCIDENTS REPORTED ON ROADWAYS AND DESIGNATED AREAS WITHIN THE DISTRICT OF COLUMBIA UNDER THE JURISDICTION OF THE UNITED STATES PARK POLICE

CLASSIFICATION	1978	1979	1980	1981
Motor Vehicle Accidents	-	-	-	-
Property Damage	1,326	1,227	1,180	2,586
Injury	267	217	219	551
Fatal	6	3	4	2
Total	1,599	1,447	1,403	3,156

TYPE OF ACCIDENT				
Motor Vehicle - Motor Vehicle	1,327	1,144	1,151	2,471
Motor Vehicle - Pedestrian	26	30	24	41
Motor Vehicle - Fixed Object	219	239	213	573
Other (Non-Collision)	27	34	15	71
Total	1,599	1,447	1,403	3,156

	1977	1978	1979	1980	1981
Traffic Deaths	2	6	3	4	3
Traffic Accidents	1,626	1,599	1,447	1,403	3,156

HIGH SPEED PURSUITS RESULTING IN TRAFFIC DEATHS WITHIN THE DISTRICT OF COLUMBIA

CALENDAR YEARS 1969-1981

The traffic deaths listed below represent traffic accidents involving law enforcement personnel in pursuit (usually at high speeds) of individuals attempting to flee from crime scenes, traffic violations, or other violations of the law. These statistics represent only those accidents resulting in a traffic death and they include those pursuits originating outside of the city and terminating within the city limits, if the pursuit resulted in a traffic death within the city.

DEATH NUMBER	DATE OF ACCIDENT	TIME OF ACCIDENT	LOCATION OF TRAFFIC ACCIDENT	JURISDICTION WHERE PURSUIT BEGAN	LAW ENFORCEMENT AGENCY IN PURSUIT	PERSONS INJURED	PERSONS KILLED
54	4-21-69	1:10 AM	Massachusetts Ave. & Observatory Circle, N.W.	Wash., D.C.	D.C. Police	0	1
119	11-29-69	4:30 PM	Delaware Ave. & D St., N.E.	Wash., D.C.	D.C. Police	0	1
24 & 27	2-16-70	8:40 PM	Georgia Ave. & Butternut St., N.W.	Montgomery County, Md.	Montgomery County Police	1	2
59	6-25-70	7:45 PM	16th St. & Q Sts., N.W.	Wash., D.C.	D.C. Police	0	1
4	1-08-72	7:40 PM	Park Pl. & Kenyon St., N.W.	Wash., D.C.	D.C. Police	0	1
64	10-21-74	10:25 PM	Route 295	Prince Georges County, Md.	Prince Georges County Police	0	1
57	9-29-75	7:25 PM	3rd & D Sts., N.W.	Wash., D.C.	D.C. Police	0	1
15	2-25-77	9:00 PM	Benning Rd., N.E.	Wash., D.C.	D.C. Police	0	1
46	10-11-77	7:30 PM	14th St. at Ohio Dr., S.W.	Alexandria, Va.	Alexandria City Police	0	1
3 & 4	3-01-79	5:35 PM	South Capitol St., S.E.	Wash., D.C.	D.C. Police & U.S. Park Police	0	2
23	7-09-79	3:58 PM	Rock Creek Parkway	Wash., D.C.	U.S. Park Police	0	1
29	8-07-80	8:55 PM	Florida Ave. & Porter St., N.E.	Wash., D.C.	D.C. Police	1	1
45	10-25-81	10:35 AM	Northbound Exit Ramp, I-395 Tunnel, N.W.	Wash., D.C.	D.C. Police	4	1

TRAFFIC FATALITY BREAKDOWN

BY MONTH AND YEAR

CALENDAR YEARS 1971-1981

* MONTHLY HIGHS AND LOWS

MONTH	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981
January	(1)	11	5	7	5	6	8	2	2	3	2
February	10	5	10	5	6	9	7	(2)	(0)	2	3
March	3	4	/11/	7	(2)	3	4	5	9	(2)	6
April	/9/	7	7	7	4	6	6	(2)	(2)	3	8
May	/11/	4	8	7	5	7	(3)	(3)	4	7	6
June	/10/	/10/	5	5	9	(2)	3	4	5	/10/	7
July	8	3	7	4	/10/	3	6	5	5	(1)	3
August	8	11	4	6	9	5	(3)	9	6	(3)	5
September	/11/	5	5	10	7	(2)	5	6	4	4	(1)
October	/9/	4	(2)	7	5	9	3	3	4	(3)	4
November	8	5	5	8	6	7	4	5	(3)	6	5
December	8	4	7	5	6	(1)	6	5	6	2	(1)
Total	96	73	76	78	74	60	58	51	50	46	51
MONTHS(High)	5	1	1	0	1	1	0	0	0	1	0
MONTHS(Low)	1	0	1	0	1	3	2	3	2	4	2

( ) Represents year and month of recorded ten year low for traffic death

/ / Represents year and month of recorded ten year high for traffic deaths.

* Based on month in which decedent died.

TRAFFIC FATALITY BREAKDOWN BY POLICE DISTRICT

CALENDAR YEAR 1981

POLICE DISTRICT	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
First	2	1	0	0	0	3
Second	6	9	1	0	0	16
Third	2	1	0	0	0	3
Fourth	2	2	2	0	0	6
Fifth	2	6	2	0	0	10
Sixth	2	2	2	0	0	6
Seventh	0	5	1	1	0	7
Total	16	26	8	1	0	51

CALENDAR YEAR 1980

POLICE DISTRICT	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	MOPED DEATHS	TOTAL DEATHS
First	5	4	0	0	0	9
Second	4	4	1	1	0	10
Third	0	0	0	0	0	0
Fourth	3	5	0	0	0	8
Fifth	0	1	1	1	0	3
Sixth	2	3	0	0	0	5
Seventh	3	8	0	0	1	12
Total	17	25	2	2	1	47

TRAFFIC DEATH BREAKDOWN BY SPEED LIMIT AT LOCATION WHERE TRAFFIC DEATHS OCCURRED

TOTAL PERSONS KILLED

SPEED LIMIT (POSTED/NON-POSTED)

YEAR	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1976	1	42	13	4	0	60
1977	1	41	11	4	1	58
1978	1	31	10	8	1	51
1979	0	37	6	7	0	50
1980	1	27	9	9	1	47
1981	1	30	14	5	1	51

*MOTOR VEHICLE DEATHS

SPEED LIMIT (POSTED/NON-POSTED)

YEAR	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1976	0	15	8	3	0	26
1977	0	17	6	3	0	26
1978	0	11	7	5	1	24
1979	0	17	3	4	0	24
1980	1	11	7	8	0	27
1981	1	14	12	6	1	34

* Motor vehicle deaths and motorcycle deaths have been combined for this purpose.

TRAFFIC DEATH BREAKDOWN BY SPEED LIMIT AT LOCATION WHERE TRAFFIC DEATHS OCCURRED

PEDESTRIAN DEATHS
SPEED LIMIT (POSTED/NON-POSTED)

YEAR	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1976	1	27	5	1	0	34
1977	1	21	5	1	1	29
1978	0	20	3	2	0	25
1979	0	18	4	3	0	25
1980	0	13	2	1	1	17
1981	0	14	2	0	0	16

**BICYCLE/MOPED DEATHS
SPEED LIMIT (POSTED/NON-POSTED)

YEAR	0-20 MPH	25 MPH	30-35 MPH	40-45 MPH	50-55 MPH	TOTAL
1976	0	5	2	0	0	7
1977	0	3	0	0	0	3
1978	1	0	0	1	0	2
1979	0	1	0	0	0	1
1980	0	3	0	0	0	3
1981	0	1	0	0	0	1

* No Moped Deaths occurred during Calendar Year 1981.

TOTAL TRAFFIC DEATHS - CALENDAR YEARS 1981 COMPARED TO CALENDAR YEAR 1980

BREAKDOWN BY POLICE DISTRICT

POLICE DISTRICT	CALENDAR YEAR 1980	CALENDAR YEAR 1981	DIFFERENCE	PERCENT CHANGE
First	9	3	- 6	- 66.7%
Second	10	16	+ 6	+ 60.0%
Third	0	3	+ 3	+100.0%
Fourth	8	6	- 2	- 25.0%
Fifth	3	10	+ 7	+233.3%
Sixth	5	6	+ 1	+ 20.0%
Seventh	12	7	- 5	- 41.7%
Total	47	51	+ 4	+ 8.5%

AGE GROUP BREAKDOWN OF TRAFFIC DEATHS IN THE DISTRICT OF COLUMBIA

CALENDAR YEAR 1981

AGE GROUPING	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	*MOPED DEATHS	TOTAL DEATHS
0- 5	2	0	0	0	0	2
6-10	1	0	0	0	0	1
11-15	0	1	0	0	0	1
16-17	2	1	0	0	0	3
18-19	1	2	1	0	0	4
20-24	1	6	1	0	0	8
25-34	2	5	4	1	0	12
35-44	3	4	2	0	0	9
45-54	1	1	0	0	0	2
55-64	0	3	0	0	0	3
65-74	1	2	0	0	0	3
75-Older	2	1	0	0	0	3
Total	16	26	8	1	0	51

CALENDAR YEAR 1980

AGE GROUPING	PEDESTRIAN DEATHS	MOTOR VEHICLE DEATHS	MOTORCYCLE DEATHS	BICYCLE DEATHS	*MOPED DEATHS	TOTAL DEATHS
0- 5	1	0	0	0	0	1
6-10	0	0	0	0	0	0
11-15	0	2	0	1	0	3
16-17	0	0	0	0	1	1
1 -19	0	3	0	0	0	3
20-24	1	3	1	1	0	6
25-34	2	5	1	0	0	8
35-44	3	4	0	0	0	7
45-54	0	3	0	0	0	3
33-64	2	1	0	0	0	3
65-74	1	2	0	0	0	3
75-Older	7	2	0	0	0	9
Total	17	25	2	2	1	47

* During Calendar Year 1980, the first moped death occurred in the District of Columbia.

TRAFFIC FATALITY BREAKDOWN BY POLICE DISTRICT - FIVE YEAR COMPARISON

CALENDAR YEARS 1977-1981

TOTAL TRAFFIC DEATHS

POLICE DISTRICT	1977	1978	1979	1980	1981	FIVE-YEAR AVERAGE
First	4	6	12	9	3	7
Second	7	19	13	10	16	13
Third	3	1	4	0	3	2
Fourth	12	7	6	8	6	8
Fifth	15	7	3	3	10	8
Sixth	8	4	4	5	6	5
Seventh	9	7	8	12	7	9
Total	58	51	50	47	51	52

PEDESTRIAN TRAFFIC DEATHS

POLICE DISTRICT	1977	1978	1979	1980	1981	FIVE-YEAR AVERAGE
First	2	4	7	5	2	4
Second	4	6	6	4	6	5
Third	0	1	4	0	2	1
Fourth	6	4	3	3	2	4
Fifth	6	4	1	0	2	3
Sixth	7	1	1	2	2	3
Seventh	4	4	3	3	0	3
Total	29	24	25	17	16	23

MOTOR VEHICLES DEATHS (EXCLUDING MOTORCYCLES)

POLICE DISTRICT	1977	1978	1979	1980	1981	FIVE-YEAR AVERAGE
First	1	2	3	4	1	2
Second	2	12	7	4	9	7
Third	1	0	0	0	1	0
Fourth	5	2	2	5	2	3
Fifth	8	1	2	1	6	4
Sixth	1	1	3	3	2	2
Seventh	4	2	3	8	6	5
Total	22	20	20	25	27	23

MOTORCYCLE DEATHS

POLICE DISTRICT	1977	1978	1979	1980	1981	FIVE-YEAR AVERAGE
First	1	0	1	0	0	0
Second	0	1	0	1	1	1
Third	1	0	0	0	0	0
Fourth	1	1	1	0	2	1
Fifth	0	2	0	1	2	1
Sixth	0	0	0	0	2	0
Seventh	1	1	2	0	1	1
Total	4	5	4	2	8	4

*BICYCLE DEATHS

POLICE DISTRICT	1977	1978	1979	1980	1981
First	0	0	1	0	0
Second	1	0	0	1	0
Third	1	0	0	0	0
Fourth	0	0	0	0	0
Fifth	1	0	0	1	0
Sixth	0	2	0	0	0
Seventh	0	0	0	0	1
Total	3	2	1	2	1

* Five - year averages for bicycle deaths were not calculated since most averages were less than one.

The District of Columbia recorded its first Moped Traffic Death in 1980.

TRAFFIC DEATH BREAKDOWN FOR CALENDAR YEARS 1976 - 1981

1981

TOTAL TRAFFIC DEATHS: 51

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	16	31.4%	- 5.9%
Vehicle	26	50.0%	+ 4.0%
Motorcycle	8	15.4%	+ 300.0%
Bicycle	1	1.9%	- 50.0%
Total	51	100.0%	

1980

TOTAL TRAFFIC DEATHS: 47

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	17	36.2%	- 32.0%
Vehicle	25	54.4%	+ 25.0%
Motorcycle	2	4.3%	- 50.0%
Bicycle	2	4.3%	+ 100.0%
Total	47	100.0%	

1979

TOTAL TRAFFIC DEATHS: 50

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	25	50.0%	+ 4.17%
Vehicle	20	40.0%	No Change
Motorcycle	4	8.0%	- 20.0%
Bicycle	1	2.0%	- 100.0%
Total	50	100.0%	

1978

TOTAL TRAFFIC DEATHS: 51

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	24	47.1%	- 17.2%
Vehicle	20	39.2%	- 9.1%
Motorcycle	5	9.8%	+ 25.0%
Bicycle	2	3.9%	- 33.0%
Total	51	100.0%	

1977

TOTAL TRAFFIC DEATHS: 58

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	29	50.0%	- 14.7%
Vehicle	22	37.9%	No Change
Motorcycle	4	6.9%	No Change
Bicycle	3	5.2%	+ 100.0%
Total	58	100.0%	

1976

TOTAL TRAFFIC DEATHS: 60

TYPE	TRAFFIC DEATHS	PERCENT	CHANGE FROM PREVIOUS YEAR
Pedestrian	34	56.7%	- 10.5%
Vehicle	22	36.7%	No Change
Motorcycle	4	6.6%	- 42.9%
Bicycle	0	0	- 100.0%
Total	60	100.0%	

PEDESTRIAN TRAFFIC ACCIDENTS AND TRAFFIC DEATHS FOR CALENDAR YEARS 1976-1981

YEAR	TOTAL PEDESTRIAN ACCIDENTS	TOTAL PEDESTRIAN INJURY ACCIDENTS	TOTAL PEDESTRIAN KILLED
1976	1,340	1,220	34
1977	1,392	1,095	29
1978	1,259	1,125	24
1979	1,299	1,238	25
1980	1,306	1,265	17
1981	1,125	927	16

PEDESTRIAN ACCIDENT STATISTICS COMPARED TO TOTAL TRAFFIC ACCIDENTS

YEAR	TOTAL PEDESTRIAN ACCIDENTS	TOTAL TRAFFIC ACCIDENTS	% OF TOTAL (PEDESTRIAN)	TOTAL PEDESTRIAN INJURY ACCIDENTS	TOTAL INJURY ACCIDENTS	% OF TOTAL (PEDESTRIANS)
1976	1,340	24,485	5.5%	1,220	7,227	16.9%
1977	1,392	23,947	5.8%	1,095	7,739	14.2%
1978	1,259	24,701	5.1%	1,125	7,157	15.7%
1979	1,299	24,210	5.4%	1,238	8,932	13.9%
1980	1,306	23,761	5.5%	1,265	8,811	14.4%
1981	1,125	23,746	4.7%	927	9,171	10.1%

STATISTICAL BREAKDOWN OF JUVENILE PEDESTRIAN TRAFFIC DEATHS FOR CALENDAR YEARS 1969-1981

Juvenile pedestrians accounted for 35.3% of all pedestrians killed in 1981. A total of 16 pedestrians were killed during Calendar Year 1981.

YEAR	INFANT-4 YEARS PRESCHL.	% OF TOT. JUV. PED. DEATHS	AGE 5-11 YEARS ELEMENT.	% OF TOT. JUV. PED. DEATHS	AGE 12-14 JR. HIGH	% OF TOT. JUV. PED. DEATHS	AGE 15-17 SR. HIGH	% OF TOT. JUV. PED. DEATHS	AGE 18-19 NON-SCHOOL	% OF TOT. JUV. PED. DEATHS	TOT. JUV. PEDESTRIAN DEATHS
1969	4	28.6%	9	64.3%	1	7.1%	0	.0%	0	.0%	14
1970	4	28.6%	6	42.9%	2	14.3%	0	.0%	2	14.3%	14
1971	3	27.3%	8	72.7%	0	.0%	0	.0%	0	.0%	11
1972	1	9.1%	7	63.6%	1	9.1%	0	.0%	2	18.2%	11
1973	2	20.0%	6	60.0%	2	20.0%	0	.0%	0	.0%	10
1974	2	14.3%	10	71.4%	0	.0%	1	7.1%	1	7.1%	14
1975	4	33.3%	6	50.0%	0	.0%	1	8.3%	1	8.3%	12
1976	1	8.3%	8	66.6%	1	8.3%	1	8.3%	1	8.3%	12
1977	2	20.0%	5	50.0%	3	30.0%	0	.0%	0	.0%	10
1978	1	14.3%	5	71.4%	1	14.3%	0	.0%	0	.0%	7
1979	2	25.8%	5	62.5%	0	.0%	1	12.5%	0	.0%	8
1980	0	.0%	1	100.0%	0	.0%	0	.0%	0	.0%	1
1981	2	33.3%	1	16.7%	0	.0%	2	33.3%	1	16.7%	6

BICYCLE TRAFFIC ACCIDENTS

YEAR	TOTAL BICYCLE ACCIDENTS	TOTAL TRAFFIC ACCIDENTS	BICYCLE ACCIDENT PERCENTAGE
1974	346	24,809	1.4%
1975	315	25,300	1.2%
1976	638	24,485	2.6%
1977	610	23,947	2.5%
1978	587	24,701	2.4%
1979	508	24,210	2.1%
1980	532	23,761	2.2%
1981	614	23,746	2.6%

PERCENTAGE OF BICYCLE FATALITIES COMPARED TO TOTAL FATALITIES

YEAR	BICYCLE DEATHS	TOTAL TRAFFIC DEATHS	PERCENT
1971	2	96	2.1%
1972	1	73	1.4%
1973	4	76	5.3%
1974	2	78	2.6%
1975	7	74	9.5%
1976	0	60	.0%
1977	3	58	5.2%
1978	2	51	3.9%
1979	1	50	2.0%
1980	2	47	4.3%
1981	1	51	2.0%

*AGE GROUP BREAKDOWN OF PERSONS OPERATING MOTOR VEHICLES BEING PURSUED BY POLICE PERSONNEL

CALENDAR YEARS 1969-1981

**AGE	*TOTAL OPERATORS
0 - 5 Years	0
6 - 10 Years	0
11 - 15 Years	0
16 - 17 Years	2
18 - 19 Years	2
20 - 24 Years	3
25 - 34 Years	4
35 - 44 Years	0
45 - 54 Years	1
55 - 64 Years	0
65 74 Years	0
75 Years and Older	0
Total	12

* Represents only those pursuits where the pursuit resulted in a traffic death.

** Age of those persons actually operating the vehicle being pursued by law enforcement personnel.

FATAL TRAFFIC ACCIDENTS THAT RESULTED IN MULTIPLE TRAFFIC DEATHS IN THE DISTRICT OF COLUMBIA

CALENDAR YEARS 1959-1981

Some traffic accidents result in the deaths of two (2) or more persons. These multiple-death fatal accidents have declined in the District of Columbia over the years since traffic deaths were at their highest in 1967.

In the District of Columbia, records reflect that the city's worst fatal accident resulting in multiple-deaths occurred on February 18, 1976. In this particular fatal accident a total of five (5) persons were killed. The deaths included two (2) occupants of a runaway tractor-trailer and three (3) occupants of an apartment dwelling who were killed when the truck plowed into the building at the intersection of Minnesota Avenue and Naylor Road, S.E.

CALENDAR YEAR	FATAL ACCIDENTS WITH MULTIPLE DEATHS	ALL PERSONS KILLED IN FATAL ACCIDENTS WITH MULTIPLE DEATHS	NUMBER OF PERSONS KILLED IN SINGLE WORST ACCIDENTS WITH MULTIPLE DEATHS
1959	1	2	2
1960	3	8	4
1961	1	2	2
1962	3	6	2
1963	4	8	2
1964	2	5	3
1965	8	18	4
1966	3	6	2
*1967	13	28	3
1968	6	12	2
1969	9	18	2
1970	7	18	4
1971	5	11	3
1972	1	3	3
1973	4	10	3
1974	3	6	2
1975	0	0	0
1976	1	5	5
1977	0	0	0
1978	2	4	2
1979	2	4	2
1980	2	5	3
1981	3	6	2

* Peak Year 1967

TRAFFIC FATALITY STATISTICS FOR WASHINGTON, D.C. AND COMPARABLE CITIES WITH A POPULATION BETWEEN 500,000 AND 800,000 (CITY POP.)

ALL TRAFFIC DEATHS 1981

CITY	*POPULATION	SQUARE MILEAGE (LAND AREA)	**TOTAL TRAFFIC DEATHS
Phoenix, Arizona	681,355	276.6	187
Jacksonville, Florida	534,614	766.0	141
San Antonio, Texas	798,195	184.0	156
Indianapolis, Indiana	704,045	379.4	49
Cleveland, Ohio	594,529	75.9	95
San Jose, California	592,773	150.0	95
Memphis, Tennessee	663,769	280.89	82
New Orleans, Louisiana	556,428	197.1	96
San Francisco, California	649,315	46.6	56
Columbus, Ohio	524,304	174.1	79
Boston, Massachusetts	597,254	46.0	41
Baltimore, Maryland	791,857	78.3	67
St. Louis, Missouri	504,492	61.2	54
Milwaukee, Wisconsin	633,220	95.0	50
Honolulu, Hawaii	722,689	604.0	100
Washington, D. C.	671,001	68.0	51

* 1978 population estimates.

** Does not include deaths where decedent died beyond 30 days from the date of the accident.

PEDESTRIAN TRAFFIC ACCIDENTS REPORTED TO POLICE DEPARTMENTS OF CITIES COMPARABLE TO WASHINGTON, D.C. DURING CALENDAR YEAR 1981

Guidelines and criteria for investigating and reporting traffic accidents vary in many cities therefore, the ranking of the above cities is insignificant.

CITY	*PEDESTRIAN DEATHS	PEDESTRIANS INJURED	PEDESTRIAN ACCIDENTS
San Francisco, California	30	1,263	1,214
Washington, D.C.	16	927	1,125
St. Louis, Missouri	15	822	773
Memphis, Tennessee	20	550	550
Honolulu, Hawaii	26	614	591
San Antonio, Texas	49	530	484
Columbus, Ohio	17	521	544
Phoenix, Arizona	65	**	**
Jacksonville, Florida	**	**	446
Indianapolis, Indiana	11	343	343
Denver, Colorado	22	518	540
Seattle, Washington	13	449	463
Baltimore, Maryland	22	1,634	2,129

* Does not include deaths where decedent died beyond 30 days from the date of the accident.

** Information not available

TRAFFIC FATALITY STATISTICS FOR
WASHINGTON, D.C. AND COMPARABLE
CITIES WITH A POPULATION BETWEEN
500,000 AND 800,000 (CITY POP.)

*TRAFFIC DEATHS 1981

CITY	PEDESTRIAN	MOTOR VEHICLE	MOTORCYCLE	PEDALCYCLIST	TOTAL
Phoenix, Arizona	65	92	26	4	187
Baltimore, Maryland	22	39	5	1	67
San Antonio, Texas	49	92	13	2	156
Indianapolis, Indiana	11	31	5	2	49
Memphis, Tennessee	20	56	4	2	82
Denver, Colorado	22	45	13	0	80
San Francisco, California	30	18	6	2	56
Columbus, Ohio	17	50	10	2	79
St. Louis, Missouri	15	33	5	1	54
Honolulu, Hawaii	26	63	10	1	100
Washington, D.C.	16	26	8	1	51
Jacksonville, Florida	**	**	**	**	141

* Does not include deaths where decedent died beyond 30 days from the date of the accident.

** Information not available

LEAVING AFTER COLLIDING TRAFFIC ACCIDENT STATISTICS OF SELECT COMPARABLE CITIES SHOWING TOTAL HIT AND RUN ACCIDENTS REPORTED POLICE REPORTS WERE TAKEN

CALENDAR YEAR 1981

CITY	TOTAL HIT & RUN ACCIDENTS REPORTED	TOTAL ACCIDENT WHERE POLICE TOOK REPORTS	% OF TOTAL ACCIDENTS THAT WERE HIT & RUN
Denver, Colorado	7,932	28,335	28%
Jacksonville, Florida	3,577	24,990	14%
San Francisco, California	7,078	17,677	40%
Memphis, Tennessee	2,645	28,605	9%
San Antonio, Texas	7,379	35,249	21%
Washington, D. C.	7,039	23,746	29%
Columbus, Ohio	7,727	25,200	30%
Indianapolis, Indiana	3,608	11,741	31%
Phoenix, Arizona	3,944	24,587	16%
Baltimore, Maryland	1,398	28,574	5%

TRAFFIC FATALITY STATISTICS FOR
WASHINGTON, D.C. AND COMPARABLE
CITIES WITH A POPULATION BETWEEN
500,000 and 800,000 (CITY POP.)

ALL TRAFFIC DEATHS 1980

CITY	*POPULATION	SQUARE MILEAGE (LAND AREA)	TOTAL TRAFFIC DEATHS
Phoenix, Arizona	681,355	276.6	174
San Antonio, Texas	798,195	184.0	158
Jacksonville, Florida	534,614	766.0	120
Indianapolis, Indiana	704,045	379.4	107
Memphis, Tennessee	663,769	280.9	118
Cleveland, Ohio	594,529	75.9	112
San Francisco, California	649,315	46.6	86
San Jose, California	592,773	150	102
New Orleans, Louisiana	556,428	197.1	71
Baltimore, Maryland	791,857	78.3	66
Columbus, Ohio	524,304	174.1	83
St. Louis, Missouri	504,492	61.2	65
Milwaukee, Wisconsin	633,220	95.0	55
Washington, D.C.	702,000	68	47
Boston, Massachusetts	641,071	46.0	55
Honolulu, Hawaii	705,381	604	50

*1978 population estimates.

TRAFFIC FATALITY STATISTICS FOR WASHINGTON, D.C. AND COMPARABLE CITIES WITH A POPULATION BETWEEN 500,000 AND 800,00 (CITY POP.)

*TRAFFIC DEATHS 1980

CITY	PEDESTRIAN	MOTOR VEHICLE	MOTORCYCLE	PEDALCYCLIST	TOTAL
Phoenix, Arizona	48	83	29	8	168
Jacksonville, Flordia	38	79	7	6	130
San Antonio, Texas	43	102	9	5	159
Indianapolis, Indiana	9	40	10	3	62
Seattle, Washington	9	48	0	0	57
Memphis, Tennessee	23	89	8	1	121
Denver, Colorado	36	34	3	0	73
San Francisco, California	31	25	11	2	69
Columbus, Ohio	21	47	10	5	83
St. Louis, Missouri	19	39	6	1	65
Honolulu, Hawaii	36	71	6	1	114
Washington, D.C.	16	23	2	2	44

* Does not include deaths decedent died beyond 30 days from the date of the accident.

PEDESTRIAN TRAFFIC ACCIDENTS REPORTED TO POLICE DEPARTMENTS OF CITIES COMPARABLE TO WASHINGTON, D.C. DURING CALENDAR YEAR 1980

Guidelines and criteria for investigating and reporting traffic accidents vary in many cities therefore, the ranking of the above cities is insignificant.

CITY	*PEDESTRIAN DEATHS	PEDESTRIANS INJURED	PEDESTRIAN ACCIDENTS
San Francisco, California	31	1,371	1,355
Washington, D.C.	16	1,375	1,326
St. Louis, Missouri	19	804	824
Memphis, Tennessee	23	**	**
Honolulu, Hawaii	36	1,274	637
San Antonio, Texas	43	527	570
Columbus, Ohio	21	542	543
Phoenix, Arizona	48	**	**
Jacksonville, Florida	38	426	472
Indianapolis, Indiana	9	395	395
Seattle, Washington	9	444	430

* Does not include deaths where decedent died beyond 30 days from the date of the accident.

** Information not available.

LEAVING AFTER COLLIDING TRAFFIC ACCIDENT STATISTICS OF SELECT COMPARABLE CITIES SHOWING TOTAL HIT AND RUN ACCIDENTS REPORTED POLICE REPORTS WERE TAKEN

CALENDAR YEAR 1980

CITY	TOTAL HIT & RUN ACCIDENTS REPORTED	TOTAL ACCIDENT WHERE POLICE TOOK REPORTS	% OF TOTAL ACCIDENTS THAT WERE HIT & RUN
San Jose, California	5,380	19,233	28%
Jacksonville, Florida	987	25,034	4%
San Francisco, California	7,249	18,281	40%
Memphis, Tennessee	5,736	38,278	15%
San Antonio, Texas	7,072	34,387	20%
Washington, D.C.	6,917	23,761	29%
Columbus, Ohio	8,111	26,491	30%
Indianapolis, Indiana	4,244	12,726	33%
Phoenix, Arizona	5,684	28,129	20%

TRAFFIC ENFORCEMENT STATISTICS OF POLICE DEPARTMENTS OF CITIES COMPARABLE TO THE DISTRICT OF COLUMBIA FOR 1981

The statistics below represent the number of traffic citations issued by municipal police departments of each city.

CITY	PARKING CITATIONS	MOVING CITATIONS	PEDESTRIAN CITATIONS	TOTAL CITATIONS
San Francisco, California	2,470,099	141,521	1,186	2,612,806
Washington, D.C.	579,932	176,988	13,652	770,572
Phoenix, Arizona	250,895	291,429	*	542,324
St. Louis, Missouri	277,994	64,036	1,309	343,339
San Antonio, Texas	102,775	107,725	0	210,500
Memphis, Tennessee	177,027	128,713	*	305,740
Honolulu, Hawaii	153,889	163,541	2,053	319,483
Columbus, Ohio	142,742	92,581	4,938	240,261
Indianapolis, Indiana	85,471	54,548	1,179	141,198
Jacksonville, Florida	30,286	111,659	*	141,945
Denver, Colorado	657,537	179,693	8,698	845,928
Baltimore, Maryland	190,369	47,654	*	238,023

*Statistical data not available

TRAFFIC ENFORCEMENT STATISTICS OF POLICE DEPARTMENTS OF CITIES COMPARABLE TO THE DISTRICT OF COLUMBIA FOR 1980

The statistics below represent the number of traffic citations issued by municipal police deparments of each city.

CITY	PARKING CITATIONS	MOVING CITATIONS	PEDESTRIAN CITATIONS	TOTAL CITATIONS
San Francisco, California	2,192,712	92,680	1,472	2,286,864
Washington, D.C.	731,807	213,500	21,711	967,018
Phoenix, Arizona	258,730	260,440	*	519,170
St. Louis, Missouri	303,314	56,668	4,296	364,278
San Antonio, Texas	128,348	119,154	100	247,602
Memphis, Tennessee	365,000	292,000	0	657,000
Honolulu, Hawaii	151,869	129,691	627	282,187
Columbus, Ohio	145,923	98,087	4,156	248,166
Indianapolis, Indiana	71,865	46,052	*	117,917
Jacksonville, Florida	95,611	103,989	0	199,600

* Statistical data not available.

IV

TRAFFIC ENFORCEMENT IN THE DISTRICT OF COLUMBIA

COMPARISON OF NOTICE OF INFRACTIONS ISSUED BY MONTH FOR CALENDAR YEARS 1980 AND 1981

PARKING

MONTH	1981	1980	DIFFERENCE	PERCENT CHANGE
January	46,952	60,006	- 13,054	- 21.7
February	52,151	61,981	- 9,830	- 15.8
March	56,982	69,224	- 12,242	- 17.7
April	55,408	75,502	- 20,094	- 26.6
May	48,865	63,733	- 14,868	- 23.3
June	51,494	68,272	- 16,778	- 24.6
July	47,612	59,063	- 11,451	- 19.4
August	39,010	52,080	- 13,070	- 25.1
September	50,897	59,333	- 8,436	- 14.2
October	41,077	56,848	- 15,771	- 27.7
November	46,673	49,535	- 2,862	- 5.8
December	42,811	56,230	- 13,419	- 23.9
Total	579,932	731,807	-151,875	- 20.7

MOVING AND WARNING

MONTH	1981	1980	DIFFERENCE	PERCENT CHANGE
January	16,415	15,331	+ 1,084	+ 7.1
February	18,332	15,436	+ 2,896	+ 18.8
March	22,288	16,448	+ 5,840	+ 35.5
April	17,487	18,164	- 677	- 3.7
May	14,943	17,005	- 2,062	- 12.1
June	16,019	20,852	- 4,833	- 23.2
July	16,024	19,452	- 3,428	- 17.6
August	15,265	17,225	- 1,960	- 11.4
September	18,284	19,701	- 1,417	- 7.2
October	15,876	19,274	- 3,398	- 17.6
November	17,176	16,843	+ 333	+ 1.9
December	16,079	17,769	- 1,690	- 9.5
Total	204,188	213,500	- 9,312	- 4.4

PEDESTRIAN

MONTH	1981	1980	DIFFERENCE	PERCENT CHANGE
January	2,051	2,167	- 116	- 5.3
February	1,729	2,049	- 320	- 15.6
March	2,263	1,987	+ 276	+ 13.9
April	1,902	2,206	- 304	- 13.8
May	1,154	1,879	- 725	- 38.6
June	1,321	2,298	- 977	- 42.5
July	1,108	1,990	- 882	- 44.3
August	698	2,792	- 2,094	- 75.0
September	447	1,666	- 1,219	- 73.2
October	388	445	- 57	- 12.8
November	320	650	- 330	- 50.8
December	271	1,582	- 1,311	- 82.9
Total	13,652	21,711	- 8,059	- 37.1

COMPARISON OF NOTICE OF INFRACTIONS ISSUED BY METROPOLITAN POLICE DEPARTMENT UNITS FOR CALENDAR YEARS 1980 AND 1981

PARKING

POLICE UNIT	1981	1980	DIFFERENCE	PERCENT CHANGE
First District	85,543	95,017	- 9,474	- 9.9
Second District	220,314	254,598	- 34,284	- 13.5
Third District	54,069	76,885	- 22,816	- 29.7
Fourth District	62,770	114,345	- 51,575	- 45.1
Fifth District	39,892	52,147	- 12,255	- 23.5
Sixth District	25,201	23,314	+ 1,887	+ 8.1
Seventh District	21,661	27,026	- 5,365	- 19.8
Traffic/SOD	70,482	88,475	- 17,993	- 20.3
Total	579,932	731,807	-151,875	- 20.7

MOVING AND WARNING

POLICE UNIT	1981	1980	DIFFERENCE	PERCENT CHANGE
First District	19,641	27,761	- 7,820	- 28.5
Second District	27,362	30,105	- 2,743	- 9.1
Third District	9,225	11,617	- 2,392	- 20.6
Fourth District	16,775	25,597	- 8,822	- 34.5
Fifth District	16,092	17,064	- 972	- 5.7
Sixth District	11,463	11,422	+ 41	+ 0.4
Seventh District	12,140	14,679	- 2,539	- 17.3
Traffic/SOD	91,490	75,555	+ 15,935	+ 21.1
Total	204,188	213,500	- 9,312	- 4.4

PEDESTRIAN

POLICE UNIT	1981	1980	DIFFERENCE	PERCENT CHANGE
First District	834	1,017	- 183	- 17.9
Second District	1,679	2,171	- 492	- 22.7
Third District	452	830	- 378	- 45.5
Fourth District	379	571	- 192	- 33.6
Fifth District	11	17	- 6	- 35.3
Sixth District	221	35	+ 186	+531.4
Seventh District	123	21	+ 102	+485.7
Traffic/SOD	9,953	17,049	- 7,096	- 41.6
Total	13,652	21,711	- 8,059	- 37.1

TRAFFIC NOTICE OF INFRACTIONS ISSUED BY
UNITS OF THE METROPOLITAN POLICE DEPARTMENT
CALENDAR YEARS 1976 THROUGH 1981

TRAFFIC NOTICE OF INFRACTION
BREAKDOWN BY POLICE DISTRICT

1981

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	15,180	4,461	85,543	834
Second	21,570	5,792	220,314	1,679
Third	7,688	1,537	54,069	452
Fourth	16,585	190	62,770	379
Fifth	12,532	3,560	39,892	11
Sixth	10,318	1,145	25,201	221
Seventh	10,528	1,612	21,661	123
Traffic/SOD	82,587	8,903	70,482	9,953
Total	176,988	27,200	579,932	13,652

1980

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	21,328	6,133	95,017	1,017
Second	22,105	8,000	254,598	2,171
Third	9,468	2,149	76,885	830
Fourth	25,441	156	114,345	571
Fifth	14,406	2,658	52,147	17
Sixth	11,422	0	23,314	35
Seventh	12,618	2,061	27,026	21
Traffic/SOD	63,666	11,889	88,475	17,049
Total	180,454	33,046	731,807	21,711

1979

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	23,610	6,801	124,042	1,494
Second	22,292	9,099	275,311	1,819
Third	8,250	1,981	82,237	1,430
Fourth	23,443	113	73,847	540
Fifth	15,273	2,432	43,129	36
Sixth	10,413	54	10,810	219
Seventh	16,697	3,957	37,197	43
Traffic/SOD	41,549	9,027	99,408	19,425
Total	161,527	33,464	745,981	25,006

TRAFFIC NOTICE OF INFRACTION
BREAKDOWN BY POLICE DISTRICT CONTINUED

1978

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	18,201	6,461	265,202	2,632
Second	18,730	12,570	490,269	1,654
Third	9,104	3,024	161,55[illegible]	835
Fourth	24,288	4,767	101,[illegible]	773
Fifth	15,173	4,298	61,183	253
Sixth	11,188	2,413	13,510	734
Seventh	18,674	5,605	39,537	66
Traffic/SOD	40,886	12,571	136,189	14,950
Total	156,224	51,709	1,268,676	21,897

1977

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	18,080	7,104	245,933	1,732
Second	19,813	13,713	458,686	753
Third	10,834	3,539	146,128	2,308
Fourth	24,849	4,449	107,196	83
Fifth	13,175	4,533	50,883	246
Sixth	12,566	2,869	15,976	54
Seventh	20,838	6,391	52,805	88
Traffic	37,226	8,907	92,982	1,610
S.O.D.	1,636	645	10,354	101
Total	159,017	52,150	1,180,943	6,975

1976

POLICE DISTRICT	MOVING	WARNING	PARKING	PEDESTRIAN
First	12,169	4,975	200,812	2,985
Second	17,451	13,575	473,523	529
Third	9,469	2,698	152,106	1,160
Fourth	13,968	4,023	105,659	73
Fifth	10,074	3,307	42,468	45
Sixth	13,316	2,711	20,410	44
Seventh	17,692	6,177	53,466	42
Traffic	35,857	9,081	351,960	1,208
S.O.D.	2,959	1,359	37,425	128
Total	132,955	47,906	1,437,829	6,214

TRAFFIC VIOLATION CITATIONS ISSUED BY METROPOLITAN POLICE DEPARTMENT UNITS FOR CALENDAR YEARS 1976-1981

PARKING

MONTH	1976	1977	1978	1979	1980	1981
January	115,773	95,999	76,067	66,798	60,006	46,952
February	147,565	105,633	93,185	29,709	61,981	52,151
March	140,099	111,952	123,884	67,518	69,224	56,982
April	136,916	102,892	135,832	75,431	75,502	55,408
May	128,061	108,376	122,340	74,449	63,733	48,865
June	134,404	110,924	118,536	68,157	68,272	51,494
July	107,597	93,044	96,124	60,174	59,063	47,612
August	114,269	103,351	112,830	60,117	52,080	39,010
September	120,605	100,508	114,725	57,995	59,333	50,897
October	98,403	90,326	110,277	67,671	56,848	41,077
November	97,213	75,479	84,061	60,547	49,535	46,673
December	96,924	81,859	80,815	57,325	56,230	42,811
Total	1,437,829	1,180,943	1,268,676	745,981	731,807	579,932

PEDESTRIAN

MONTH	1976	1977	1978	1979	1980	1981
January	189	467	667	2,200	2,167	2,051
February	174	531	1,301	604	2,049	1,729
March	157	624	1,866	2,418	1,987	2,063
April	271	470	2,161	2,271	2,206	1,902
May	190	1,036	1,775	2,513	1,879	1,154
June	473	1,373	1,926	2,862	2,298	1,321
July	415	513	1,872	3,041	1,990	1,108
August	223	632	2,610	2,071	2,792	698
September	1,381	556	2,301	1,547	1,666	447
October	1,515	267	1,784	1,964	445	388
November	747	262	1,121	1,450	650	320
December	479	244	2,513	2,065	1,582	271
Total	6,214	6,975	21,897	25,006	21,711	13,652

TRAFFIC VIOLATIONS BREAKDOWN BY MONTH CONTINUED

MOVING

MONTH	1976	1977	1978	1979	1980	1981
January	10,127	10,474	11,069	12,657	11,734	14,094
February	10,549	12,628	11,755	8,952	13,211	15,664
March	11,169	14,728	12,610	12,712	14,189	19,172
April	11,330	13,952	14,270	15,163	15,378	14,933
May	9,868	13,306	13,538	15,678	14,508	12,455
June	11,042	14,020	12,450	13,933	18,045	14,025
July	10,924	14,083	12,459	14,349	16,418	13,759
August	11,744	14,359	12,832	14,493	15,021	13,567
September	11,213	13,957	14,600	14,268	16,334	16,201
October	11,194	12,858	14,514	15,299	16,262	13,867
November	12,073	12,701	13,455	12,166	14,312	15,222
December	11,722	11,951	12,672	11,857	15,042	14,029
Total	132,955	159,017	156,224	161,527	180,454	176,988

*WARNING

MONTH	1976	1977	1978	1979	1980	1981
January	3,472	3,226	3,930	3,825	3,597	2,321
February	4,101	4,274	3,959	1,315	2,225	2,668
March	4,413	5,051	4,429	2,433	2,259	3,116
April	4,284	4,900	4,850	2,876	2,786	2,554
May	3,707	4,551	3,246	3,179	2,497	2,488
June	4,351	4,971	5,116	2,733	2,807	1,994
July	4,154	3,356	4,345	2,812	3,034	2,265
August	4,456	4,839	4,564	3,166	2,204	1,698
September	4,174	4,801	4,723	3,127	3,367	2,083
October	4,422	4,155	5,105	3,282	3,012	2,009
November	2,347	3,851	2,715	2,574	2,531	1,954
December	4,025	4,175	4,727	2,142	2,727	2,050
Total	47,906	52,150	51,709	33,464	33,046	27,200

TOTAL TRAFFIC NOTICE OF INFRACTIONS ISSUED BY UNITS OF THE METROPOLITAN POLICE DEPARTMENT WITH PERCENTAGE BREAKDOWNS FOR CALENDAR YEARS 1971-1981

CALENDAR YEAR	PARKING	PERCENT OF TOTAL	MOVING	PERCENT OF TOTAL	WARNING*	PERCENT OF TOTAL	PEDESTRIAN	PERCENT OF TOTAL	TOTAL INFRACTIONS
1971	1,032,527	84.1%	188,362	15.3%	N/A	-	7,239	.6%	1,228,128
1972	1,011,242	80.6%	227,826	18.2%	N/A	-	15,373	1.2%	1,254,441
1973	1,210,649	84.8%	207,986	14.6%	N/A	-	9,655	.7%	1,428,290
1974	1,235,764	88.5%	143,110	10.2%	16,719	1.2%	1,274	.1%	1,396,867
1975	1,536,557	90.1%	118,013	6.9%	47,639	2.8%	2,926	.2%	1,705,135
1976	1,437,829	88.5%	132,955	8.2%	47,906	2.9%	6,214	.4%	1,624,904
1977	1,180,943	84.4%	159,017	11.4%	52,150	3.7%	6,975	.5%	1,399,085
1978	1,268,676	84.7%	156,224	10.4%	51,709	3.5%	21,897	1.5%	1,498,506
1979	745,981	77.2%	161,527	16.8%	33,464	3.4%	25,006	2.6%	965,978
1980	731,807	73.7%	180,454	18.6%	33,046	3.4%	21,711	2.2%	967,013
1981	579,932	72.7%	176,988	22.2%	27,200	3.4%	13,652	1.7%	797,772

* Warning citation issuance authorized in August, 1974

D.C. DEPARTMENT OF TRANSPORTATION
BUREAU OF PARKING ENFORCEMENT
STATISTICAL REPORT FOR CALENDAR YEAR 1981

The Bureau of Parking, D.C. Department of Transportation is comprised of forty-nine (49) "Parking Control Aides". Their duties are to enforce traffic regulations that pertain to parking in designated areas of the city.

These forty-nine (49) Parking Control Aides issued an average five thousand (5,000) Parking Notice of Infractions daily. The total number of Notice of Infractions issued by the Parking Control Aides in 1981 was 985,864 or an average of 82,155 issued monthly.

The Parking Enforcement Bureau towed 26,483 illegally parked vehicles with the assistance of ten (10) tow cranes in 1981.

MONTHLY BREAKDOWN OF PARKING N.O.I.s
ISSUED BY THE PARKING ENFORCEMENT
BUREAU, D.C. DEPARTMENT OF TRANSPORTATION

CALENDAR YEAR 1981

MONTH	PARKING N.O.I.s ISSUED
January	78,850
February	82,304
March	94,397
April	96,107
May	81,377
June	86,184
July	88,745
August	83,253
September	87,454
October	70,229
November	65,477
December	71,487
Total	985,864

PARKING TRAFFIC NOIs ISSUED BY
LAW ENFORCEMENT AGENCIES WITHIN THE
DISTRICT OF COLUMBIA FOR CALENDAR YEARS 1980 & 1981

NAME OF AGENCY	1980	1981	DIFFERENCE	% CHANGE
Metropolitan Police Department	731,807	579,932	-151,875	- 20.7
U.S. Park Police (D.C. Only)	*	*		
U.S. Capitol Police	4,555	10,029	+ 5,474	+ 120.2
D.C. Department of Transportation Parking Enforcement	1,064,949	985,864	- 79,085	- 7.4
U.S. Government Printing Office Police	143	202	+ 59	+ 41.2
Federal Protective Service (GSA)	17,118	58,379	+ 41,261	+ 241.0
Library of Congress Security	328	949	+ 621	+ 189.0
Bureau of Engraving Police	54	47	- 7	- 12.9
U.S. National Zoo Police	530	603	+ 73	+ 13.8
D.C. University Police	*	1,863		
Metro Transit Police (D.C. Only)	5,123	4,271	- 852	- 16.6
St. Elizabeth Hospital Security	1,456	1,958	+ 502	+ 34.5

* Statistical data not available

V

ALCOHOL, SPEED AND PEDESTRIAN ENFORCEMENT

TRAFFIC SAFETY PROGRAMS OF THE METROPOLITAN POLICE DEPARTMENT RECEIVING GRANT FUNDING

During 1981, the Metropolitan Police Department received $422,650 in the form of Grant Funding from the National Highway Traffic Safety Administration, U.S. Department of Transportation. This funding enabled the Metropolitan Police Department to continue operation of several traffic safety programs.

1. Program Funded	Grant Funding
A. Alcohol/Speed Enforcement	
1. Alcohol Speed Enforcement Unit 2. Mobile Test Van 3. Chemical Test for Alcohol Unit 4. Certification - Chemical Test 5. Alcohol Enforcement Training 6. Alcohol Countermeasures Coordinator	
Total Grant Funding	$345,800
B. Pedestrian/Motorist Enforcement Program	
Total Grant Funding	$ 50,000
C. Police Training and Traffic Services	
1. D.C. Traffic School 2. National Emergency Aid Radio Program (NEAR) 3. Traffic Accident Investigative Training 4. Roll Call Training	
Total Grant Funding	$ 26,850
Grand Total Grant Funding	$422,650

ALCOHOL COUNTERMEASURES PROGRAM

FOR

THE DISTRICT OF COLUMBIA

METROPOLITAN POLICE DEPARTMENT

LAW ENFORCEMENT TRAINING
CHEMICAL TEST PROGRAM
ALCOHOL SPEED ENFORCEMENT
KNOW YOUR LIMITS CAMPAIGN

TOXICOLOGY CLASSIFICATION OF VICTIMS OF FATAL
TRAFFIC ACCIDENTS IN THE DISTRICT OF COLUMBIA

The following guidelines are to be used when classifying traffic deaths where alcohol was involved.

ALCOHOL INVOLVED

Positive test with results indicating .05 BAC or greater.

HAD BEEN DRINKING

Positive test with results from .01 to .04 BAC.

No BAC test taken, but sufficient evidence reported by traffic investigators regarding the presence of alcohol (odor, alcohol beverage container, etc.).

ALCOHOL COUNTERMEASURES PROGRAM

In 1981, the Alcohol Enforcement Unit operated three (3) nights a week using six (6) officers per tour of duty. In previous years, the AEU operated up to four (4) nights per week with as many as eight (8) officers per tour of duty.

The average Blood-Alcohol-Content (BAC) was .18 with 72% of those persons arrested for Driving Under the Influence (DUI) complying with the D.C. Implied Consent Act and taking a chemical test to determine their BAC. Only 1% of those arrested for DUI selected tests other than Breath Testing at the time of arrest. The 72% compliance rate to the Implied Consent Act places Washington, D. C. as one of the nation's leaders in voluntary test compliance for a major urban jurisdiction.

The use of Roadside Breath Testers was expanded to a city-wide basis. Thus, district personnel in addition to Alcohol Enforcement personnel were able to utilize roadside breath testers on a daily basis. In 1981, 2,080 RBTs were administered with 58.8% being positive (BAC of .10 or greater) and resulted in the suspect being charged with DUI.

The District of Columbia is the only jurisdiction that utilizes a multi-instrumentation approach to its Chemical Test for Alcohol Unit (CTAU) which is supported by its court system. The use of the Breathalyzer 1000+ Auto-Intoximeter for evidential testing and RBTs for establishment of probable cause for DUI. This comprehensive program in addition to maintenance of a complete record system to substantiate all elements of the Chemical Test for Alcohol Unit's accuracy and expertise has given this element of the Alcohol Countermeasures Program national prominence.

During 1981, the Office of the Corporation Counsel papered 3,236 (88%) of 3,615 DUI cases (including carry-overs from 1980). The Office of the Corporation Counsel disposed of 2,339 cases in the following manner: 431 DUI, 1,502 Reckless Driving, 46 Jury Trials, 325 Nolled, 33 Dismissed, and 379 No-papered.

Only 811 persons entered the First Offender (DUI Diversion) Program administered by the Corporation Counsel. A preliminary evaluation of this program indicates that those who successfully completed the program have a recidivist rate of 2% compared to 18% for those who do not enter the program. Operators registering a BAC .18 or less were eligible for the program in 1981, but the ceiling will be raised to .20 enabling more persons the option of professional help in lieu of prosecution.

In Calendar Year 1976 alone, the first full year of the Alcohol Countermeasures Program, there was a 17% decrease in alcohol related traffic deaths.

ALCOHOL RELATED TRAFFIC DEATHS

YEAR	TOTAL TRAFFIC DEATHS	ALCOHOL RELATED	PERCENT OF TOTAL
1972	73	40	55%
1973	76	44	58%
1974	78	45	57%
1975	74	27	36%
1976	60	20	33%
1977	58	24	41%
1978	51	20	39%
1979	50	17	34%
1980	47	15	32%
1981	51	17	33%

DRIVING UNDER THE INFLUENCE ARREST STATISTICS FOR YEARS 1961-1981

Statistics below represent the number of driving under the influence arrests by Traffic Enforcement Branch and Police Districts.

YEAR	*TRAFFIC ENFORCEMENT BRANCH DUI ARRESTS	% OF TOTAL DUI ARRESTS	POLICE DISTRICT DUI ARRESTS	% OF TOTAL DUI ARRESTS	TOTAL DUI ARRESTS
1961	152	42.0%	210	58.0%	362
1962	208	41.9%	289	58.1%	497
1963	243	47.4%	270	52.6%	513
1964	135	35.9	241	64.1%	376
1965	94	36.7%	162	63.3%	256
1966	165	38.9%	259	61.1%	424
1967	128	31.4%	279	68.5%	407
1968	114	31.3%	250	68.7%	364
1969	99	36.8%	170	63.2%	269
1970	18	37.5%	30	62.5%	48
1971	250	49.7%	253	50.3%	503
1972	201	22.9%	677	77.1%	878
1973	216	21.8%	775	78.2%	991
1974	114	11.1%	908	88.9%	1,022
1975	346	21.5%	1,261	78.5%	1,607
1976	802	31.2%	1,769	68.8%	2,571
1977	1,137	25.1%	3,389	74.9%	4,526
1978	601	13.7%	3,799	86.3%	4,400
1979	653	19.9%	2,635	80.1%	3,288
1980	967	28.1%	2,472	71.9%	3,439
1981	964	28.8%	2,380	71.2%	3,344

* Includes Special Operations Division.

Note: 1961-1973 Statistics represent fiscal years. All other data represent calendar years.

METROPOLITAN POLICE DEPARTMENT DRIVING UNDER THE INFLUENCE ARRESTS FOR CALENDAR YEAR 1981

MONTH	1D	2D	3D	4D	5D	6D	7D	SOD	TOTAL
January	39	29	13	39	17	27	45	62	271
February	37	25	12	26	33	34	43	89	299
March	69	30	12	45	25	25	47	77	330
April	46	25	10	33	10	22	38	81	265
May	55	18	11	59	15	19	48	65	290
June	58	15	11	36	24	13	23	58	238
July	41	18	8	31	24	15	29	68	234
August	36	26	5	41	17	24	24	89	262
September	42	21	8	27	23	18	35	57	231
October	22	27	8	42	19	29	39	84	270
November	50	23	10	42	21	18	24	139	327
December	32	51	14	54	23	24	34	95	327
Total	527	308	122	475	251	268	429	964	3,344

METROPOLITAN POLICE DEPARTMENT'S ALCOHOL ENFORCEMENT UNIT DRIVING UNDER THE INFLUENCE ARREST STATISTICS FOR CALENDAR YEAR 1981

MONTH	TOTAL ARRESTS
January	122
February	150
March	150
April	153
May	189
June	141
July	147
August	171
September	122
October	176
November	174
December	139
Total	1,834

Members working the Alcohol Enforcement Unit of the Metropolitan Police Department accounted for 54.8% of the total Driving Under the Influence Arrests made by the police department in 1981.

DRIVING UNDER THE INFLUENCE ARRESTS
SUMMARY FOR CALENDAR YEAR 1981

Driving under the influence of alcohol accounts for nearly 50% of all traffic deaths in many U.S. cities. An equal but undetermined percentage of driving under the influence violations are suspected as the main contributor to thousands of traffic accidents occurring daily in many urban centers. To combat the alarming rate of alcohol-involved traffic deaths and accidents many cities are cracking down hard on the drunk driver and expanding their enforcement goals to deal with the problem.

In Washington, D. C., driving under the influence arrest statistics reflect the fact that enforcement of this flagrant violation is at an all time high. Yet, despite the increase and aggressive enforcement measures undertaken by the Metropolitan Police Department, the drunk driving problem continues to reflect the seriousness and scope of the problem facing police and traffic safety officials.

Driving under the influence arrest statistics for Washington, D. C. and comparable cities reflect the numerous arrests made against those operating under the influence.

CITY	DRIVING UNDER THE INFLUENCE ARRESTS
Phoenix, Arizona	11,857
Memphis, Tennessee	7,305
Denver, Colorado	5,151
Washington, D. C.	3,344
Columbus, Ohio	7,727
San Antonio, Texas	1,666
Honolulu, Hawaii	2,169
San Francisco, California	1,241
Baltimore, Maryland	2,756

In Washington, D. C., the Metropolitan Police Department aggressively enforces all laws and regulations against those driving while under the influence. Since 1975, the Metropolitan Police Department has continued to expand its capabilities for dealing with the problem. At the present time, Washington, D. C. has one of the nation's most progressive and responsive police departments when it is evaluated in terms of its ability to identify, apprehend, and chemically test those individuals believed to be driving While Under the Influence. Unfortunately, even progressive police departments must rely heavily on community support in its efforts in dealing with a problem as complex as that of the drunk driver.

METROPOLITAN POLICE DEPARTMENT
ALCOHOL/SPEED MOBILE TEST VANS

In November 1978, one (1) Alcohol Mobile Test Van was added as a part of the Metropolitan Police Department's Alcohol Countermeasures Program. In late 1981, the use of Mobile Test Vans was expanded from one (1) to three (3) vans being available on a city-wide operational basis. These well-equipped and self-supportive vehicles were purchased with the assistance of grant funding from the U.S. Department of Transportation's National Highway Traffic Safety Administration.

The Alcohol/Speed Enforcement Mobile Test Vans provides assistance and support to the patrol officer while processing the drunk driver. The vans are equipped with the latest and most sophisticated chemical test instrumentation and newest moving radar equipment available. These Mobile Test Vans are also equipped with detention cells, toilet facilities, wash basins, desk writing for three (3) personnel per van, a mobile video tape camera and telephone, all arranged to utilize the maximum space available.

Prior to the introduction of the Alcohol/Speed Mobile Test Vans, the average processing time per drunk driving arrest, from stop to release, was approximately two (2) hours and thirty (30) minutes. With the incorporation of this on-scene mobile test capability, the processing time an officer must spend processing a DUI arrest was reduced from 2.5 hours to less than thirty (30) minutes. In addition, the use of the Mobile Test Vans has significantly reduced the department manpower needed to assist the patrol personnel in completing the driving under the influence arrest.

In 1981, the Mobile Test Vans processed over 1,800 DUI cases or 54% of all DUI arrests in the District of Columbia. In 1982, the Mobile Test Vans will process 90% of all DUI arrests in the District of Columbia and the remaining 10% will be processed at Traffic Enforcement Branch Headquarters.

Breath Alcohol Testing Mobile Unit

METROPOLITAN POLICE DEPARTMENT

ALCOHOL/SPEED ENFORCEMENT UNIT

The Alcohol Enforcement Unit (AEU) of the Metropolitan Police Department was formed in 1974 as an operational unit within the police department's then Traffic Division. The police department realized that in order to effectively identify and aggressively enforce regulations pertaining to the operation of motor vehicles while under the influence, they had to create a specialized unit. The Metropolitan Police Department received grant funding from the U.S. Department of Transportation, National Highway Traffic Safety Administration (U.S. DOT/NHTSA) through the Office of the Highway Safety Program Coordinator. This grant has been utilized to purchase modern chemical testing devices, to assist with the cost of training personnel in the use of the sophisticated testing equipment and to establish an effective equipment maintenance program. The grant also covers the cost of salaries for those specialized personnel working irregular hours for overtime compensation and the salary of a special Alcohol Enforcement/Alcohol Countermeasures Program Coordinator.

The goal of the Alcohol Enforcement Unit has been to identify and apprehend those persons "Driving Under the Influence of Alcohol" (DUI) and to refer those persons tested and found to be intoxicated to court.

The Alcohol Enforcement Unit has aggressively enforced regulations pertaining to driving while drunk and as a result of this aggressive enforcement, driving while under the influence of alcohol arrest statistics have increased drastically.

YEAR	*DUI ARRESTS
1974	908
1975	1,611
1976	2,572
1977	4,526
1978	4,400
1979	3,288
1980	3,439
1981	3,344

* Driving under the influence arrests made by Metropolitan Police Units.

RADAR ENFORCEMENT BY UNITS OF THE METROPOLITAN POLICE DEPARTMENT

The Metropolitan Police Department utilizes vehicles equipped with speed detection devices (Radar) at selected locations throughout the city. These devices are used for the sole purpose of reducing speed related traffic accidents and deaths. Nineteen (19) persons lost their lives during Calendar Year 1981, a direct result of speeding vehicles. These deaths accounted for 37% of the total number of persons killed in traffic accidents during Calendar Year 1981.

The selection of locations for speed enforcement are based primarily on traffic accident statistical data reported at these locations or from observation made by police units and complaints from the public. The vehicular traffic volume of a roadway does not increase or decrease the chance that speed will be monitored at that location. Many serious injuries and deaths have occurred on streets and roadways that are less frequently traveled than others. Many citizens believe that less frequently (low-vehicle volume) traveled locations are areas where enforcement of traffic laws would be relaxed, therefore the streets and roadways become prime routes of travel for speed violators, drunk drivers, and those who have little regard for traffic safety. The Metropolitan Police Department has to constantly be aware of those locations where the public may feel that traffic safety is of least importance.

The below statistics reflect the number of speeding citations issued by units equipped with speed detection devices.

	* SPEEDING CITATIONS			
POLICE UNITS	1978	1979	1980	1981
First District	621	3,393	1,324	105
Second District	1,606	2,001	1,396	665
Third District	N/A	N/A	N/A	18
Fourth District	5,614	3,327	4,184	1,807
Fifth District	2,332	2,350	1,071	2,048
Sixth District	1,246	1,627	1,966	2,175
Seventh District	1,635	2,306	1,127	674
SOD/Traffic Branch	29,960	30,256	54,397	48,320
Total (City-Wide)	43,014	45,260	65,465	55,812

* Represents citations issued for speeding where radar equipment was utilized.

PEDESTRIAN ENFORCEMENT AND PEDESTRIAN AWARENESS PROGRAMS FOR 1981

In calendar year 1981, the Metropolitan Police Department continued to place emphasis on reducing pedestrian traffic accidents, deaths and injuries. The Metropolitan Police Department and the District of Columbia Department of Transportation have combined their efforts at reducing pedestrian related accidents in the District of Columbia. Educational Programs, Public Awareness and Pedestrian Safety Programs coupled with a city-wide campaign, has alerted the general public to the seriousness of the problems confronting the pedestrians in Washington, D. C.

The Metropolitan Police Department from an enforcement standpoint has been successful in its efforts at enforcing all pedestrian related violations of traffic regulations.

The Pedestrian Enforcement Unit of the Metropolitan Police Department issued the bulk of all pedestrian related citations in the District of Columbia. The Pedestrian Enforcement Unit operating under the authority of the Traffic Enforcement Branch, made a significant and positive impact on several areas targeted for pedestrian enforcement. These target areas consist of streets such as K Street, L Street, M Street, 14th Street, 16th Street, 17th Street, 18th Street, Connecticut Avenue, Pennsylvania Avenue, Vermont Avenue and several Metro Transit Stations. These were primarily selected for enforcement because of the extremely dense pedestrian adult population crossing the roadway in violation of the traffic regulations.

The Pedestrian Enforcement Unit worked from 1545 to 1945 hours, on most week day evenings and used sixty (60) officers from all seven (7) districts, the Special Operations Division, the Identification and Records Division, the Training Division and the Communications Division.

The Pedestrian Enforcement Unit has contributed significantly to reducing the chances for traffic accidents between vehicles and pedestrians, by seeing that both the operators of vehicles and the pedestrians observe all traffic regulations and participate in an orderly movement of both human and vehicular traffic.

TRAFFIC VIOLATION CITATIONS ISSUED BY MEMBERS OF THE PEDESTRIAN ENFORCEMENT UNIT DURING CALENDAR YEAR 1981

The following is a breakdown of citations issued by members working the Pedestrian Enforcement Program during this year.

Pedestrian Violations	11,449
Parking Violations (other)	1,200
Right-of-Way to Pedestrian	643
Obstructing Traffic	62
Other Moving Violations	310
Bicycle Violations	892

STATISTICAL ANALYSIS OF PEDESTRIAN TRAFFIC ACCIDENTS IN THE DISTRICT OF COLUMBIA REFLECTING PEDESTRIAN SAFETY PROGRAMS AND PEDESTRIAN ENFORCEMENT COUNTERMEASURES

Pedestrian accident statistics have been reduced by 14% during calendar year 1981 compared to calendar year 1980. This decline in pedestrian accidents should be viewed as marginal since the District of Columbia remained one of the top cities reporting Pedestrian accidents and deaths in 1981.

PEDESTRIAN TRAFFIC ACCIDENTS

YEAR	PEDESTRIAN DEATHS	PEDESTRIANS INJURED	TOTAL PEDESTRIAN ACCIDENTS
1973	34	1,688	1,557
1974	35	1,465	1,294
1975	38	1,429	1,483
1976	34	1,265	1,340
1977	29	1,142	1,392
1978	24	1,170	1,259
1979	25	1,330	1,299
1980	17	1,316	1,306
1981	16	927	1,125

VI

TRAFFIC SAFETY LITERATURE AVAILABLE TO PUBLIC

TRAFFIC SAFETY RELATED MATERIALS

AVAILABLE THROUGH PUBLIC AND PRIVATE DISTRIBUTION

The following listed traffic safety literature is made available free to the general public and can be obtained from the Traffic Analysis Unit of the Metropolitan Police Department, located at the Traffic Enforcement Branch, 501 New York Avenue, N.W. Mail requests can be arranged by telephoning 727-4101 or 727-4441.

	TITLE	SUBJECT	FORMAT	SOURCE
1.	Under the Influence	Drinking and Driving	Brochure	AETNA Insurance Company
2.	An Activist's Guide for Curbing the Drunk Driver	Drinking and Driving	Booklet	U.S. Department of Transportation
3.	Alcohol, Drugs & Young Drivers	Same as Title	Booklet	U.S. Department of Transportation
4.	Do You Have the Guts to Say "No"?	Drinking and Driving	Pamphlet	Liberty Mutual Insurance Company
5.	Be A Responsible Driver After Drinking	Approximate Blood-Alcohol Percentages	Wallet-Size Card	Distilled Spirits Council of the United States
6.	Alcohol in Relation to Safety	Same as Title	Brochure	National Safety Council
7.	The Drunk Driver May Kill You	Drinking and Driving	Pamphlet	Allstate Insurance Company
8.	The Way To Go	Drinking and Driving	Pamphlet	Kemper Insurance Company
9.	The National Alcohol Countermeasures Program	Same as Title	Pamphlet	U.S. Department of Transportation
10.	The Problem Drinker and You	Same as Title	Pamphlet	U.S. Department of Transportation
11.	How to Talk to Your Teenager About Drinking and Driving	Same as Title	Pamphlet	U.S. Department of Transportation
12.	One Drink Can Be Too Many	Drinking and Driving	Brochure	American Automobile Association
13.	Know Your Limits	Drinking and Driving	Booklet	Distilled Spirits Council of the United States
14.	Getting the Alcohol Story to the People	Same as Title	Brochure	National Safety Council

	TITLE	SUBJECT	FORMAT	SOURCE
15.	Highways and Safety 1976	The Federal-Aid Highway Act of 1976	Pamphlet	Highway Users Federation
16.	Standards	Federal Motor Vehicle Safety Standards	Pamphlet	U.S. Department of Transportation
17.	The Driver's Handbook	Guidelines to Improve Driving Habits	Booklet	Kemper Insurance Company
18.	Your License to Drive	Same as Title	Pamphlet	Allstate Insurance Company
19.	Drive Prepared	Safe Driving Habits	Brochure	Allstate Insurance Company
20.	Vehicle Safety Inspection	Same as Title	Leaflet	D.C. Department of Transportation
21.	Five Safe Conduct Passes	Same as Title	Pamphlet	Allstate Motor Club
22.	16 Ways To Live Longer on the Road	Road Safety	Pamphlet	Royal-Globe Insurance Company
23.	The Big Little Book of Safe Winter Driving	Safe Winter Driving	Pamphlet	National Safety Council
24.	Getting the Safety Belt Message Across	A Guide for Driver Education Instructors	Booklet	U.S. Department of Transportation
25.	Child Restraint Systems for Your Automobile	Same as Title	Brochure	U.S. Department of Transportation
26.	Safety Responsibility Law	Same as Title	Leaflet	D.C. Department of Transportation
27.	Let's Make America's Youth Safer	Same as Title	Pamphlet	Highway Users Federation

	TITLE	SUBJECT	FORMAT	SOURCE
28.	Who Needs High School Driver Education	Same as Title	Pamphlet	Highway Users Federation
29.	Motorcycle Safety	Same as Title	Pamphlet	U.S. Department of Transportation
30.	Bike It - Safely	Same as Title	Pamphlet	Kemper Insurance Company
31.	Bicycle Regulations	Same as Title	Pamphlet	D.C. Department of Transportation
32.	Sharing the Roadway	The Motorist Part in Bicycle Safety	Pamphlet	D.C. Department of Transportation
33.	Motorcycle Helmets: Claims and Facts	Same as Title	Booklet	U.S. Department of Transportation
34.	Community Bicycle Safety Checklist	Same as Title	Pamphlet	Highway Users Federation
35.	Pedestrian Safety Rules	Same as Title	Leaflet	D.C. Department of Transportation
36.	Walk Safely with D.C. Walker	Identifying Pedestrians	Brochure	D.C. Department of Transportation
37.	The D.C. Point System	Same as Title	Leaflet	D.C. Department of Transportation
38.	D.C. Parking Enforcement Program	Same as Title	Pamphlet	D.C. Department of Transportation
39.	How To Use Right Turn on Red Safely	Same as Title	Pamphlet	D.C. Department of Transportation

	TITLE	SUBJECT	FORMAT	SOURCE
40.	Traffic Control Devices	Same as Title	Brochure	National Safety Council
41.	Periodic Motor Vehicle Inspection	Same as Title	Brochure	National Safety Council
42.	Motor Vehicle Registration	Same as Title	Brochure	National Safety Council
43.	I Didn't See	Vision and Visual Skills in State Licensing Laws	Brochure	National Safety Council
44.	State Laws Relating to Mopeds	Same as Title	Pamphlet	Moped Association of America
45.	Leading Moped Manufacturers and Distributors	Same as Title	Pamphlet	Moped Association of America
46.	What is a Moped?	Same as Title	Pamphlet	Moped Association of America
47.	A Moped Riders Guide	Same as Title	Brochure	D.C. Department of Transportation
48.	All About Metro	Same as Title	Pamphlet	Woodward and Lothrop
49.	Fringe Parking Lots	Same as Title	Pamphlet	Metropolitan Area Transit Authority
50.	"Until I Get Caught"	Drunk Driving	Film	U.S. Department of Transportation
51.	Alcohol Resource File	Alcohol Related	Kit	U.S. Department of Transportation